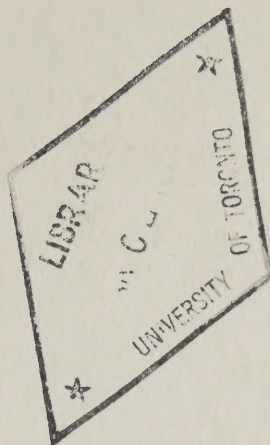




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A REPORT ON CANADIAN PASSENGER RAIL SERVICES



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A REPORT ON
CANADIAN PASSENGER
RAIL SERVICES

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A REPORT ON CANADIAN PASSENGER RAIL SERVICES

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FOREWORD

The purpose of this report is to provide a summary of the current operating characteristics of the Canadian passenger rail system. In the sections that follow data concerning financial performance, service levels and vehicle characteristics are presented. In addition sources of competition and summaries of Rail Transport Committee decisions are provided.

Every effort has been made to assemble the data contained in this report on a complete and consistent basis. The cases where there are gaps are mainly the consequence of this particular information not being collected by either the CTC or the Railroad concerned.

SUMMARY OF CANADIAN RAIL PASSENGER OPERATIONS

SERVICES

Most passenger rail services are provided by Canadian Pacific Railways and Canadian National Railways. Other railway companies such as the Northern Alberta and the Algoma Central provide limited train service but their passenger carryings are not significant.

CP operates 13 routes. "The Canadian" operates daily in each direction between Montreal/Toronto and Vancouver. The trip takes almost three days. A conventional train offering accommodation and meals operates daily between Montreal and Saint John. The remaining 11 CP services are local services using rail diesel cars (RDC's). There is one in the Maritimes, four in the Quebec - Windsor corridor, two others in Quebec, two in northern Ontario, and one each in the Prairies and British Columbia. All CP rail services are subsidized except for the B.C. service, Victoria - Courtenay. The CTC has ordered CP to upgrade this service before it will consider subsidy payments.

CN operates 46 routes. The "Super Continental" operates daily during the year in each direction between Montreal/Toronto and Vancouver. Two Continentals operate daily in each direction during the summer. The trip takes just over three days. Two conventional trains run daily between Halifax and Montreal. A RDC service operates daily both ways between Quebec City and Moncton with an overnight stop in Edmundston, N.B. These connect with the Rapido at Montreal.

In the Maritimes CN operates RDC's between Moncton - Saint John, N.B. and Sydney - Halifax, N.S. A conventional train runs daily between Sydney - Halifax.

In Quebec CN operates RDC's daily between Montreal - Sherbrooke with weekly extension to Coaticook, Quebec - Clermont, Quebec - Richmond. Conventional trains operate between Gaspé - Levis - Montreal, Montreal - Grenville, Senneterre - Rouyn, Chambord - Dolbeau, Montreal/Quebec - Chicoutimi and Quebec - Cochrane.

In the Quebec - Windsor corridor CN operates both conventional trains and RDC's. Conventional trains include Turbo and Tempo trains. Turbo trains operate between Montreal - Toronto. Tempo trains operate via London between Toronto - Windsor and Toronto - Sarnia. Conventional trains operate between

Quebec - Montreal, Montreal - Ottawa, Ottawa - Toronto, and Toronto - Barrie. RDC's operate between Toronto - Hamilton - Niagara Falls, Toronto - Stouffville, Toronto - London, Toronto - Kingston and Toronto - Sarnia.

In northern Ontario CN operates 3 mixed trains in remote areas i.e. where rail is the only access mode (Hearst - Nakina, Hornepayne - Manitouwadge, Thunder Bay North - Sioux Lookout). A conventional train service runs between Toronto - North Bay - Kapuskasing and a RDC service runs between Toronto - North Bay.

In the Prairies CN operates six mixed trains in or to remote areas (Winnipeg - Sioux Lookout, The Pas - Lynn Lake, Dauphin - Winnipegosis, Flin Flon - Osborne Lake, Prince Albert - Hudson Bay, Wabowden - Churchill). Conventional trains operate between Winnipeg - The Pas - Churchill. RDC's operate between Winnipeg - Thunder Bay North, Saskatoon - The Pas, Saskatoon - Regina, Saskatoon - Prince Albert, Edmonton - Drumheller, Edmonton - Grand Centre, and Edmonton - North Battleford.

In British Columbia CN operates a mixed train between McBride - Prince George and a conventional train between Jasper - Prince George - Prince Rupert.

Both CN and CP operate commuter rail services in Montreal similar to the Go-Transit operation in Toronto. These are not dealt with in this report.

RAIL PASSENGER PATRONAGE

1974 Patronage Level and Trend

There is a negative trend in patronage. 1974 revenue carryings for the entire system decreased 530,000 passengers, from 5.91 million passengers to 5.18 million, down 9% from 1972⁽¹⁾. CP 1974 carryings decreased 50,000 passengers, to 740,000 down 6% from 1972. The decline in patronage may be due in part to labour disputes in 1973 followed by economic recession in 1974.

- (1) CN has not yet provided CTC with complete information on 1974 passenger carryings. Carryings for ten CN routes were estimated by multiplying a route's 1974 revenue passenger miles by the ratio of its 1972 revenue passengers to its 1972 revenue passenger miles.

Quebec - Windsor corridor carryings declined 5% from 1972 to 3.73 million passengers. Most of the decline was in Rail Diesel Car services (down 16% to 720,000 while conventional trains maintained 99% (3.01 million) of 1972 carryings. Montreal - Windsor conventional services were up 2% from 1972 to 2.47 million but Montreal - Quebec, Montreal - Ottawa and Ottawa - Belleville - Toronto services declined 19% from 1972 to 380,000. Ottawa - Brockville - Toronto service increased carryings 11% from 1972 to 160,000. Two services in particular deviated by large margins from the general trend: Toronto - London - Sarnia patronage was up 30% over 1972-74 to 580,000 passengers while Montreal - Quebec patronage was down 24% over 1972-74 to 150,000.

The non-corridor services, excluding the Transcontinental service, declined 16% from 1972 to 1.41 million passengers. Conventional and mixed train services declined 23% and 30% to 860,000 and 10,000 respectively, while rail diesel car (RDC) services maintained 99% (540,000) of their 1972 carryings. Maritime RDC services, representing the majority of non-corridor RDC traffic, experienced 11% growth to 270,000 over 1972-74 while Prairie RDC services experienced a decline of 21% to 10,000 passengers.

CP increased Montreal/Toronto - Vancouver carryings by 3% from 1972 to 310,000. Figures are unavailable for 1974 CN transcontinental carryings but an estimate indicates that CN patronage fell 20% from 1972 to 460,000. CN carries approximately 60% of the transcontinental traffic. Extreme seasonal peaking accounts for high average passenger carryings per train and high operating costs on both transcontinental services.

RAIL PASSENGER SUBSIDY

Application Process

The Canadian Transport Commission under Section 260 of the Railway Act is required to list the passenger train services eligible for discontinuance applications. The railway can then apply for discontinuance by submitting revenue, cost and other data. Subsidies may be paid starting ninety days after receipt of the application.

In order to approve subsidies or authorize a discontinuance the Canadian Transport Commission must determine the actual loss of the service. When the loss is established, the CTC must ensure that there is alternative transportation available to all points served by the rail line and review the effect of discontinuance on these other carriers. Finally, they must examine the probable future requirements for rail passenger service in the area affected.

After investigation and possible public hearings, the CTC may approve the discontinuance of the service or declare service necessary in the public interest. If the CTC declares passenger service necessary, the government pays 80% of losses incurred by the railway as audited by the CTC. Services which have been declared necessary, must be reviewed every five years, to determine whether they are required or should be discontinued. Virtually all services require review, under this provision, in 1976-77 since the last decisions described in the later parts of this document were 1970-72.

Analysis of 1974 Rail Passenger Subsidy

Canadian passenger rail services were operated in 1974 at a total loss of approximately \$167 million. It is estimated that \$126 million in subsidy will be paid to CN and CP under section 261 of the National Transportation Act for the operation of these routes in 1974. CN will receive approximately \$103 million while CP will receive \$23 million. By 1980, the rail passenger subsidy on its present basis may reach upwards of \$300 million with corresponding losses of \$375 to \$400 million.

In 1974 the Quebec - Windsor corridor services accounted for 22% of the subsidy and 63% of the passengers. Non-corridor services, excluding the Transcontinental services, account for 36% of the subsidy and 24% of the passengers. Transcontinental services, account for 42% of the subsidy and 13% of the passengers. These estimates are reflected by the subsidy per passenger - \$7.40 for corridor service, \$32 for non-corridor service, and \$69.90 for transcontinental service. The overall subsidy per passenger is \$21.40.

The impact of inflation on the rail passenger subsidy has been significant. Over the 1972-74 period, the conventional train subsidy increased \$17 million to \$57 million. During the same period the monthly Consumer Price Index increased 19.3%. Adjusted to constant 1974 dollars, the conventional train subsidy increase was only \$9.3 million. Approximately 45% of the \$17 million increase was attributable to inflation, based on the Consumer Price Index.

EQUIPMENT

The railways operate four basic kinds of equipment; unit passenger trains such as TURBO, self-propelled coaches called Rail Diesel Cars (RDC's), which are operated individually or in groups, standard coaches, and special purpose equipment primarily on transcontinental service.

CN operates 888 pieces of conventional rolling stock. This includes 205 vintage cars which are due for retirement. CP rail operates 187 pieces of conventional passenger car equipment of which 169 are stainless steel. All of this equipment is approximately 20 years old.

The only unit train in operation is the Pratt and Whitney TURBO leased to CN. These 3 trainsets are 7 years old, providing 362 seats per train, of which 110 are first-class (one of the three is currently under repair).

There are 96 self-propelled cars available, 48 for each company, of stainless steel construction, on average 20 years old, and generally used on low density routes. There are 10 of these cars with a snack bar. The propulsion engines have recently been discontinued by General Motors. As a result, a study is being sponsored by the Transportation Development Agency (TDA) to investigate the feasibility of retrofitting with gas turbine engines.

There are 260 coaches available in Canada, most of which are 21 years old. Most seat 76 passengers (19 rows of four seats each spaced 38" apart). Twenty-six have been modernized with wall-to-wall carpeting and reclining seats, reducing the car capacity to 52 seats by eliminating 7 rows of seats and increasing the spacing to 58". In addition, 9 of the 234 coaches have had 8 seats removed to permit the installation of shelves for a snack bar service.

Two hundred and sixty sleeping cars typically have 8 to 10 roomettes and 4 to 6 double bedrooms, and accommodate 24 people. Dome cars with elevated glass bubble observation decks represent another type. There are 41 dome cars, all of which are 21 years old, 17 of which have sleeping-car facilities.

The railways own 154 food service cars, from the traditional dining cars to swivel armchair club cars with airline food type distribution. One hundred and twenty-seven baggage cars, designed for passenger service, make up the balance of the special purpose fleet.

RAILWAY LABOUR RELATIONS

There are five major bargaining groups representing 100,000 railway employees composed of 55,800 non-operating employees, 19,800 shopcraft employees, 14,500 employees in the United Transportation Union (Trainmen), 1,645 employees in the United Transportation Union (Engineermen), and 4,600 employees in the Brotherhood of Locomotive Engineers.

The non-operating employees include such diverse occupations as clerks, labourers, sectionmen, crossing watch men, station agents, telegraphers, freight handlers, truck drivers, warehousemen, ship personnel, sleeping and parlour car staff, and craftsmen. The non-ops are represented by an association of eight unions. Most non-ops are employed in Ontario, Quebec and Manitoba.

The shopcraft employees are primarily comprised of skilled tradesmen such as electricians, boilermakers, pipe-fitters who are responsible for the maintenance of rolling stock. Shopcraft employees are represented by an association of seven unions. The highest concentration of shopcraft workers is in Quebec and to a lesser extent, in Ontario and Manitoba. The main shops are located in Montreal, Winnipeg, Calgary, and Moncton.

The Trainmen employees are comprised of conductors, brakemen, baggagemen, switchtenders, yardsmen, and others whose primary function involves direct movement of the trains either on the road or in the yard. The Trainmen group is represented by the United Transportation Union, known as UTU. The UTU is divided into two bargaining units, the UTU (Trainmen) and the UTU (Engineermen). The highest concentration of Trainmen is in Ontario, followed by Quebec, British Columbia, Alberta, Manitoba and Saskatchewan.

The Enginemen employees consist of hostlers employed in hostling service and firemen/helpers employed in road and yard service. Hostlers are responsible for moving the engines in and out of the diesel house where they go for repairs. Both the hostlers and the firemen are represented by the UTU (Enginemen), a bargaining unit of the United Transportation Union. The Enginemen are located in all regions across Canada.

The locomotive engineers are responsible for the operation of power units for freight and passenger rail service. They are represented by the Brotherhood of Locomotive Engineers. The Brotherhood dates back 110 years and has traditionally maintained a bargaining position independent of the other rail unions. Locomotive engineers are located in all regions of Canada.

Since 1973 significant changes have occurred in railway labour relations. In particular all 18 railway unions came together under the banner of the Associated Railway Unions to form the largest single bargaining unit in Canada.

Job security was a key issue in 1973. An arbitration report on this issue, written by Judge Emmett Hall, was released December, 1974. Among the principles established by Judge Hall was that a job security plan based on attrition should be provided for rail workers with eight years seniority.

Crew consist was the subject of an arbitration report released by Judge Hall in January, 1975. The report allowed the railways to eliminate the job of rear brakemen on freight crews but not on passenger crews.

An enquiry into railway pension plans is now being conducted by Dr. Noel Hall.

The collective agreements covering the operating employees (Trainmen, Enginemen, Engineers) are based on work rules developed during the era of steam power. For example, the basic work day for CN engineers on straight-away passenger service is 100 miles or less, 5 hours or less, pay based on a mileage rate which varies with the weight on the locomotive driven. Overtime is calculated on a speed basis of 20 miles per hour and is paid for on the minute basis at a rate per hour of one-fifth of the daily rate. Engineers receive a yearly minimum of \$8,630.

Operation of the Turbo Train service is governed by a special agreement dated February 29, 1968. CN must employ 2 engineers. The engineers are paid on the basis of the above rules. Labour costs are high since overtime begins at 100 miles and is calculated on a speed basis of 20 miles per hour.

INTERNATIONAL DEVELOPMENTS IN RAIL

When one reviews the economic performance of railways outside of North America, one is immediately struck by the difficulty of getting information on costs. Partly, this is due to the fact that freight, passenger and commuter services are often reported as one, and partly because other governments have markedly different reporting practices. Only the Japanese Tokaido line operating at 120 mph with frequencies of five minutes and two other routes in Japan are known to be profitable. The remaining Japanese routes show a combined deficit of \$1.1 billion per year. Some longer distance European trains are reported to be profitable as well.

COMPARATIVE ECONOMIC INDICATORS FOR MAJOR RAIL SYSTEMS

TYPICAL VALUES

	<u>CANADA</u>	<u>AMTRAK</u>	<u>BRITISH RAIL</u>	<u>WEST GERMANY</u>
Passengers (millions)	6	17	754	1,019
Average trip length (miles)	260	225	23	24
Total Annual Deficit (\$ Millions)	167	530	362	1,700
Revenues and Cost	36%	49%	60%	29%
Length of Network (miles)	19,000	25,000	9,000	18,000
Top Speeds (mph)	95	110	100	124
Average Speeds (mph)	35	35	-	31

All European countries are experiencing major losses and many are seriously considering cutbacks. Germany for example is considering cuts involving 60,000 jobs to curtail losses of \$1.7 billion annually.

The effects of population and distance can be seen by the much longer average journey length in Canada and the lower numbers of passengers carried per mile. Train journeys per capita are higher in Canada than in the U.S. but much lesser than in the European examples.

Many major railways are investing great sums of money in both new passenger equipment and new infrastructure. There is a major developmental effort in Britain, France, Japan, Sweden, Belgium, the USSR and the U.S.A., for high speed trains. All of these countries have operational prototypes in service at speeds in excess of 125 mph on demonstration runs. While the maximum operating speed of the Turbo Train at 95 mph is somewhat less than trains in other countries only Japan, Germany, France, the USSR and the U.K. have routes with a higher average speed than the 80.5 mph achieved on Montreal-Toronto.

The determining factor in the viability of high speed rail appears to be high population density and consequent high daily passenger volumes. Daily patronage levels on the Tokaido line are 376,000 and on the Paris-Lyon line 175,000. The busiest link in Canada is Montreal-Toronto with daily levles of 3,500 rail passengers in 1973 out of a total of approximately 40,000 passengers per day in all modes.

Japanese National Railways, despite a growing number of financial problems (1973 deficits of \$1.1 billion) opened the 244 mile Okayama-Hakata extension of the Tokaido (301 mph) line in March 1975. JNR began Tokaido services in October 1964 over the 319 mile Tokaido line with 61,000 passengers daily. By 1971 the daily average had risen to over 233,000. With an extension to Okayama in 1972, daily passenger volume increased to 301,000 per day. By 1974 the JNR was carrying 376,000 passengers daily. By 1971, profits from the seven year operating period had totalled \$1.1 billion dollars, amortizing the construction costs of the Tokyo-Osaka line. In fiscal year 1972, JNR made a profit on the Tokaido operation of \$412 million dollars, rising to \$574 million in 1974.

German Federal Railways (DB) has begun work on the construction of the first of seven high speed links planned for 190 mph operation. DB claims that given these high speed lines and upgrading of other mainlines, timetabling could make it possible to reach any part of the Federal Republic in a single day's journey.

French National Railways (SNCF) won approval in 1974 for construction of the Paris-Suddest line between Paris and Lyons. Total cost of the line, at 1973 values will be \$400 million, without rolling stock. Completion of the line will likely be in 1980. In the last twenty years SNCF has managed to maintain a slow growth in business even though its share of the inter-city passenger market declined. During this period there was an operational deficit and insufficient capital to expand the rail system.

British Rail's High Speed Train - which holds the world speed record for diesel traction (143 mph) is now in revenue service between London and Bristol. The HST is designed for a maximum service speed of 125 mph, but is running at the 100 mph maximum set for other trains in BR's inter-city network. High speed schedules will be introduced in October 1976 as the first of 27 HST production models are phased in.

Two other major initiatives in the area of organization are now under way. These are the establishment of Amtrak in the U.S. and the Trans-Europe-Express or TEE trains in Western Europe. The Amtrak initiative represents a national effort to revitalize a declining service through the infusion of public funds and centralized management. The TEE trains are an addition to the European network of a high quality long distance service.

In the U.S. Amtrak operates approximately 23,500 miles of passenger routes. The system is not operated on a cost-recovery basis. Amtrak receives funds from Congress to cover its operating deficits. In 1974 the deficit was \$274 million and is projected to reach \$500 million by 1977. Passenger carryings for the first

two months of 1975 were down 19% over the same period for 1974 but this is attributed to extraordinary heavy traffic during the 1974 energy crisis. Existing track needs to be upgraded. Amtrak has told Congress that it needs a minimum of \$200 million a year for at least five years for track improvements but funds have not yet been approved. Amtrak will receive a total federal support of over \$3 billion from 1970 to 1977 and has requested additional federal grants totalling more than \$1 billion for Northwest Corridor trackage.

The Trans-Europe-Express (TEE) connects the major centres of Belgium, France, West Germany, Italy, Luxembourg, The Netherlands, Switzerland, Austria and Spain by a network of very fast and comfortable trains. It now has 28 different routes, which are served by 39 trains stopping at over 190 stations, carrying some 5.0 million passengers annually. TEE trains are first class only - cars are equipped with individual reclining seats, fluorescent lighting, cloakrooms, luggage racks, air conditioning and sound proofing. Some trains include vista-dome cars such as the Rheingold from Hoek van Holland to Geneva and in France the Mistral, Lyonnais and Rhodanien have a bar-car with bookstall, secretarial offices and hairdressing salon. Average train speeds are now approximately 85 mph with some trains running at 125 mph over upgraded sections. No costs are available.

In Canada, two types of new equipment have been developed: The Light Rapid Comfortable (LRC) train and the Turbo train. Both have design targets to allow maximum speeds of 120 mph. The Turbo, introduced in 1967, is now in daily service between Montreal and Toronto at speeds up to 95 mph. The LRC in prototype form has reached speeds of up to 130 mph under testing conditions. The primary innovation of the LRC is the use of tilting body coaches which allow higher curve speeds, raising the average speed on a given route by a substantial amount.

TRANSPORTATION TASK FORCE REVIEW

The transportation task force review was initiated by the Minister of Transport in response to difficulties experienced in the planning and regulation of the Canadian transportation network. The transportation task force reviewed the evolution of transportation policy and its ramifications. They recommended that it was the responsibility of the government to ensure an efficient total transportation system, providing accessibility and equity of treatment for users through integration of the most appropriate modes for each specific service.

In achieving this goal several principles were to be followed. In the development and provision of transportation services, transportation and non-transportation alternatives should be taken into account; intermodal and intra-modal competition should be encouraged where economic and technical characteristics permit. There should be a combination of public and private Canadian controlled carriers. The objective of commercial viability, including cost recovery, both in the operation of transportation services and in the provision of facilities and services for direct support of transportation be employed. If a particular developmental or national policy requires uneconomic operations the costs imposed should be identified and assumed by the government. Where competitive services are available, rates should be determined by the market mechanism, and if one mode receives public support this aid should not distort the selection of the most appropriate mode.

GOVERNMENT ANNOUNCEMENTS

Arising out of the recommendations of the transportation task force review, several government decisions were made that affect passenger transportation in Canada. These are: a high speed rail demonstration service in the Quebec-Windsor Corridor designed to test the efficiency, viability and public acceptance of better and faster rail service; efforts to combine the terminal, reservation and marketing functions of the passenger divisions of CN and CP; and guidelines to reorganize the rail passenger system with particular attention to reducing the rail passenger subsidy and encouraging the substitution of more commercially viable services.

SUMMARY DATA

BASIS OF DATA CALCULATION

The accompanying tables provide a revenue-expenditure assessment of the major rail passenger routes in Canada for the years 1972 and 1974. The data is segregated by Railway, either Canadian National or Canadian Pacific.

Trip length is described by route mileage and average trip length. The route mileage is the actual distance involved in the route. Average trip length refers to the average length of journey undertaken by passengers on that particular route in that year and takes into account the possibility of intermediate trips.

Revenue passengers are also indicated. The entry, revenue passenger miles represent the level of traffic carried and is derived by taking the product of the number revenue passengers and the length of their trip.

The number of seat-miles is taken as a measure of the volume of transport services offered and is calculated by taking the product of the number of seats offered and the trip length. The load factor is a measure of system utilization and is derived by dividing the number of revenue passenger miles by the number of seat miles and expressing the result as a percentage.

The second table provides additional data on the rail system according to factors of supply and demand. Revenues, costs, and losses are reported directly in thousands of dollars.

The unit-measure of transportation offered as noted above, is the seat-mile, that is the amount of service involved in moving one seat one mile. The cost per seat mile and the loss per seat mile are calculated by respectively dividing the cost and loss entries by the number of seat miles offered.

The unit measure of actual transportation provided, is the passenger mile, that is the amount of service provided in moving one passenger one mile. This measure for a given route is normally less than the number of seat miles offered because of empty seats. The cost, revenue, and the loss per passenger mile are calculated by dividing the cost, revenue, and loss respectively by the number of passenger miles generated.

Three figures are included which evaluate the overall system, the percentage of labour cost to total cost, the percentage of revenue to costs and the breakeven load factor. The first gives a measure of labour costs to system costs. The second measures the degree to which costs are recovered from passengers. The third indicates what percentage of seats should be filled in order that all operating costs of the system be paid by the passengers using it.

The 1974 figures are based on initial findings supplied by the Railways to the Canadian Transport Commission.

CN PASSENGER-TRAIN STATISTICS 1972

Service	Total Route Mileage	Average Trip Length Miles	Revenue - Passengers		Revenue - Passengers - Miles		Load Factor %
			(Units)	(000's)	(000's)	(000's)	
Quebec-La Malbaie-Clermont	92.1	53.9	15386	829		4451	18.6
Montreal-Gaspe/Charny-Moncton	1126.6	261.4	97980	25616		83416	30.7
Montreal-Halifax/Sydney	840.0	318.2	720795	229386		585700	39.2
Sydney-Truro-Halifax	294.1	140.2	56418	7912		29371	26.9
Toronto-Kingston	160.8	119.6	59584	7125		17465	40.8
Montreal/Quebec-Chicoutimi	374.1	146.3	78136	11434		50143	22.8
Quebec-Cochrane/Noranda	677.3	171.8	74826	12858		80422	16.0
Montreal-Sherbrooke-Coaticook	120.4	39.6	117485	4648		15868	29.3
Ottawa-Bellefleur-Toronto	245.2	229.0	24654	5646		15565	36.3
Richmond-Lyster-Quebec	102.8	31.2	7792	243		3427	7.1
Toronto-Stratford	88.6	48.5	76062	3688		13375	27.6
Toronto-North Bay-Kapuskasing	639.6	179.5	100295	17999		51460	35.0
Toronto-Niagara Falls	82.4	55.1	234845	12949		43895	29.5
Winnipeg-Thompson/Churchill	1225.7	292.2	55931	16343		80175	20.4
Edmonton-Drumheller	180.8	69.1	21984	1518		8119	18.7
Edmonton-North Battleford	254.0	118.0	23035	2719		16144	16.8
Jasper-Prince George-Prince Rupert	720.7	363.6	33108	12039		43965	27.4
Montreal/Toronto-Vancouver	3200.0	865.4	571472	494571		953144	51.9
Deux Montagnes-Grenville	36.2	59.5	269	16		4571	.4
Moncton-Saint John	89.3	79.0	50789	4010		16469	24.3
Winnipeg-Thunder Bay North	438.3	182.9	8041	1471		11257	13.1
Saskatoon-The Pas	340.1	192.3	7967	1532		8167	18.8
Edmonton-Grand Centre	187.9	109.2	13081	1428		6263	22.8
Toronto-Stouffville	28.6	19.5	66786	1301		2574	50.5
Ottawa-Brockville	76.2	70.6	146427	10345		23398	44.2
Regina-Saskatoon-Prince Albert	204.8	123.8	13182	1632		9076	18.0
Toronto-London-Sarnia	174.0	75.1	445459	33446		109718	30.5
Montreal-Quebec	166.8	161.9	192228	31120		60776	51.2
Montreal/Brockville-Toronto	335.0	251.1	1181774	296692		529106	56.1
Toronto-Windsor	223.4	133.3	726789	96857		248972	38.9
Montreal-Ottawa	115.5	110.0	248220	27308		56060	48.7
Toronto-Guelph	48.8	16.9	170773	2894		10927	26.5
All Services			5574587	1377433		3189149	43.0

CN PASSENGER-TRAIN STATISTICS 1972

Service	Revenue (\$'000's)	Revenue Per Passenger Mile ¢	Cost (\$'000's)	Cost Per Seat Mile ¢	Cost Per Passenger Mile ¢	Labour % of Total	Loss (\$'000's)	Loss Per Seat Mile ¢	Loss Per Passenger Mile ¢	Revenue Cost x 100%	Break-Even Load Factor %
Quebec-La Malbaie-Clermont	42.1	5.08	253.1	5.69	30.53	52.9	211.0	4.74	25.45	16.63	112.01
Montreal-Gaspe/Charny-Moncton	1229.4	4.80	6066.2	7.27	23.68	60.2	4836.7	5.80	18.88	20.27	151.46
Montreal-Halifax/Sydney	10218.4	4.46	27178.0	4.64	11.85	58.9	16959.6	2.90	7.39	37.60	104.04
Sydney-Truro-Halifax	297.9	3.77	1155.4	3.93	14.60	62.7	857.5	2.92	10.84	25.78	104.24
Toronto-Kingston	298.2	4.19	551.8	3.16	7.75	53.8	253.6	1.45	3.56	54.04	75.42
Montreal/Quebec-Chicoutimi	551.9	4.83	3204.7	6.39	28.03	62.6	2652.7	5.29	23.20	17.22	132.30
Quebec-Cochrane/Noranda	694.0	5.40	4393.5	5.46	34.17	57.8	3694.6	4.60	28.77	15.80	101.11
Montreal-Sherbrooke-Coaticook	216.3	4.65	699.4	4.41	15.05	59.8	483.1	3.04	10.39	30.93	94.48
Ottawa-Bellefleur-Toronto	328.4	5.82	716.8	4.61	12.70	63.8	388.4	2.50	6.88	45.82	79.21
Richmond-Lyster-Quebec	11.0	4.53	202.8	5.92	83.46	55.2	101.8	2.97	41.89	5.42	130.68
Toronto-Stratford	171.2	4.64	632.7	4.73	17.16	55.1	461.5	3.45	12.51	27.06	101.94
Toronto-North Bay-Kapuskasing	1065.1	5.92	2757.2	5.36	15.32	60.1	1692.1	3.29	9.40	38.63	90.54
Toronto-Niagara Falls	526.6	4.07	1592.7	3.63	12.30	53.6	1066.1	2.43	8.23	33.06	89.19
Winnipeg-Thompson/Churchill	810.5	4.96	6031.2	7.52	36.90	60.4	5220.7	6.51	31.95	13.44	151.61
Edmonton-Drumheller	68.4	4.51	393.9	4.85	25.95	64.8	325.5	4.01	21.44	17.37	107.54
Edmonton-North Battleford	115.9	4.26	643.5	3.99	23.67	62.1	527.6	3.27	19.40	18.01	93.66
Jasper-Prince George-Prince Rupert	560.0	4.65	3237.2	7.36	26.89	61.8	2677.3	6.09	22.24	17.30	158.28
Montreal/Toronto-Vancouver	19864.4	4.02	55079.4	5.78	11.14	58.1	35214.9	3.72	7.12	36.07	143.78
Deux Montagnes-Grenville	1.0	6.21	75.2	1.65	470.00	61.6	74.2	1.62	463.75	1.33	26.57
Moncton-Saint John	173.6	4.33	1120.8	6.81	27.95	63.3	947.2	5.75	23.62	15.49	157.28
Winnipeg-Thunder Bay North	42.9	2.92	496.1	4.41	33.73	57.1	453.2	4.03	30.81	8.65	151.03
Saskatoon-The Pas	52.0	3.39	304.4	3.73	19.87	61.6	252.4	3.09	16.48	17.08	110.03
Edmonton-Grand Centre	57.6	4.03	421.3	6.73	29.50	62.8	363.8	5.81	25.48	13.67	167.00
Toronto-Stouffville	72.2	5.55	399.1	15.51	30.68	58.2	326.9	12.70	25.13	18.09	279.46
Ottawa-Brockville	566.4	5.48	1956.1	8.36	18.91	55.9	1389.7	5.94	13.43	28.96	152.56
Regina-Saskatoon-Prince Albert	66.7	4.09	647.9	7.14	39.70	57.3	581.2	6.40	35.61	10.30	174.57
Toronto-London-Sarnia	1692.2	5.06	4384.6	4.00	13.11	57.0	2692.4	2.45	8.05	38.59	79.05
Montreal-Quebec	1661.9	5.34	4021.6	6.62	12.92	55.7	2359.6	3.88	7.58	41.32	123.97
Montreal/Brockville-Toronto	13776.6	4.64	21698.3	4.10	7.31	58.8	7921.7	1.50	2.67	63.49	88.36
Toronto-Windsor	4311.6	4.45	7895.6	3.14	8.06	57.0	3494.0	1.40	3.61	55.24	70.56
Montreal-Ottawa	1404.5	5.14	3488.5	6.22	12.78	62.7	2083.0	3.72	7.63	40.26	121.01
Toronto-Guelph	147.0	5.08	536.2	4.91	18.53	59.4	389.3	3.56	13.42	27.42	96.65
All Services	61096.0	4.43	162145.2	5.08	11.77	58.7	101049.1	3.17	7.34	37.68	114.45

CN PASSENGER-TRAIN STATISTICS 1972

<u>Service</u> <u>Mixed CN - 1972</u>	<u>Total Route</u> <u>Mileage</u>	<u>Average</u> <u>Trip Length</u> <u>Miles</u>	<u>Revenue-Passengers</u> <u>(Units)</u>	<u>Revenue-Passenger-Miles</u> <u>(000's)</u>	<u>Seat Miles</u> <u>(000's)</u>	<u>Load Factor</u> <u>(%)</u>
Hearst-Nakina	144.1	79.4	1109	88	1221	7.2
Hornepayne - Manitouwadge	70.4	73.8	393	29	784	3.7
Sioux Lookout - Thunder Bay N.	201.6	108.9	2387	260	2689	9.7
Wabowden-Gillam- Churchill	373.4	165.3	1422	235	2030	11.6
Dauphin-Winnipegosis	38.4	32.5	8	.26	140	.2
Flin Flon-Osborne Lake	118.2	211.5	1111	235	2102	11.2
The Pas-Lynn Lake	242.0	230.3	9185	2115	9458	22.4
Prince Albert-Hudson Bay	161.1	66.7	360	24	1692	1.4
McBride-Prince George	146.1	57.5	1547	89	1575	5.7
All Services			17522	3075.26	21691	14.0

CN PASSENGER-TRAIN STATISTICS 1972

Service Mixed CN 1972	Revenue (\$'000's)	Revenue Per Passenger Mile ¢	Cost (\$'000's)	Cost Per Seat Mile ¢	Cost Per Passenger Mile ¢	Loss (\$'000's)	Loss Per Seat Mile ¢	Loss Per Passenger Mile ¢	Revenue ÷ Cost x 100%	Break-Even Load Factor %
	\$		\$			\$				
Hearst-Nakina	3.1	3.52	40.5	3.32	46.02	37.4	3.06	42.50	7.65	94.32
Hornepayne- Manitouwadge	.8	2.76	56.3	7.18	194.14	55.5	7.08	191.38	14.21	260.15
Sioux Lookout- Thunder Bay N.	9.4	3.62	59.1	2.20	22.73	49.7	1.85	19.12	15.91	60.77
Wabowden-Gillam- Churchill	4.2	1.79	34.2	1.69	14.55	30.0	1.48	12.77	12.28	94.41
Dauphin-Winnipegosis	-	-	14.0	10.00	5384.62	14.0	10.00	5384.62	-	-
Flin Flon-Osborne Lake	2.3	.98	42.7	2.03	18.17	40.4	1.92	17.19	5.39	207.14
The Pas-Lynn Lake	56.3	2.66	138.7	1.47	6.56	82.4	.87	3.90	40.59	55.26
Prince Albert-Hudson Bay	1.3	5.42	31.6	1.87	131.67	30.4	1.80	126.67	4.11	34.50
McBride-Prince George	3.3	3.71	81.9	5.20	92.02	78.6	4.99	88.32	4.03	140.16
All Services	80.70	2.62	499.0	2.30	16.23	418.4	1.92	13.61	16.17	87.80

CN PASSENGER-TRAIN STATISTICS 1974

Service	Total Route Mileage	Average Trip Length (Miles)	Revenue Passengers		Revenue Passenger Miles (000's)	Seat Miles (000's)	Load Factor (%)
			(Units)				
Montreal/Toronto-Vancouver	3200.0	865.6	456,800	395,389	841,145	47.01	
Montreal-Halifax/Sydney	840.0	318.3	525,800	167,336	456,249	36.68	
Toronto-North Bay-Kapuskasing	639.6	179.4	92,300	16,564	50,289	32.94	
Winnipeg-Thompson-Churchill	1225.7	292.5	43,900	12,841	86,477	14.85	
Jasper-Prince George-Prince Rupert	720.7	363.7	36,400	13,237	46,492	28.47	
Montreal/Quebec-Chicoutimi	374.1	146.2	55,100	8,057	57,823	13.93	
Montreal/Brockville-Toronto	335.0	263.2	1,052,492	277,029	532,844	51.99	
Ottawa-Belleville-Toronto	245.2	235.9	19,646	4,634	14,364	32.26	
Toronto-Windsor	223.4	142.1	766,235	108,912	334,438	32.57	
Montreal-Quebec	166.8	162.3	147,041	23,863	48,894	48.81	
Montreal-Ottawa	115.5	107.1	210,213	22,516	60,643	37.13	
Ottawa-Brockville-Toronto	277.0	153.2	161,982	24,815	63,523	39.06	
Deux Montagnes-Grenville	36.2	25.3	158	4	588	0.68	
Toronto-Guelph	48.8	19.4	89,020	1,731	6,868	25.20	
Sydney-Truro-Halifax	294.1	122.6	68,158	8,357	33,280	25.11	
Quebec-La Malbaie-Clermont	92.1	52.6	12,268	645	4,372	14.75	
Richmond-Lyster-Quebec	102.8	28.4	4,152	118	3,366	3.51	
Montreal-Sherbrooke-Coaticook	120.4	36.6	119,230	4,362	16,735	26.07	
Toronto-Kingston	160.8	121.2	63,009	7,637	19,157	39.87	
Toronto-Niagara Falls	82.4	53.0	180,547	9,561	45,073	21.21	
Winnipeg-Thunder Bay North	438.3	183.0	8,100	1,482	10,819	13.70	
Regina-Saskatoon-Prince Albert	204.8	125.2	9,566	1,198	8,493	14.11	
Saskatoon-The Pas	340.1	191.5	6,183	1,184	6,456	18.34	
Edmonton-North Battleford	254.0	124.5	18,584	2,313	15,064	15.35	
Edmonton-Grand Centre	187.9	109.2	9,083	992	6,053	16.39	
Edmonton-Drumheller	180.8	130.8	11,212	1,466	7,226	20.29	
Quebec-Cochrane	575.5	171.9	69,700	11,981	75,658	15.94	
Montreal-Gaspe/Charny-Moncton	1126.6	261.3	81,600	21,324	80,603	26.46	
Moncton-Saint John	89.3	38.7	95,195	3,636	13,801	26.71	
Toronto-Stouffville	28.6	19.6	95,198	1,866	7,449	25.05	
Toronto-Stratford	88.6	46.5	76,791	3,570	14,974	23.84	
Toronto-London-Sarnia	174.0	75.7	577,968	43,765	171,039	25.59	

CN PASSENGER-TRAIN STATISTICS 1974

Service	Revenue (\$000's)	Revenue Per Passenger Mile ¢	Cost (\$000's)	Cost Per Seat Mile ¢	Cost Per Passenger Mile ¢	Labour Cost % of Total Cost	Loss (\$000's)	Loss Per Seat Mile ¢	Loss Per Passenger Mile ¢	Revenue ÷ Cost x 100%	Break-Even Load Factor %
Montreal/Toronto-Vancouver	23,228.3	5.87	70,625.0	8.40	17.06	51.8	47,396.7	5.64	11.99	32.89	143.04
Montreal-Halifax/Sydney	10,768.3	6.44	33,055.7	7.25	19.75	53.1	22,287.5	4.89	13.32	32.58	112.50
Toronto-North Bay-Kapuskasing	1,195.6	7.22	3,459.0	6.88	20.88	59.1	2,263.4	4.50	13.66	34.57	95.27
Winnipeg-Thompson-Churchill	827.4	6.44	6,011.9	6.95	46.82	61.2	5,184.5	6.00	40.37	13.76	107.95
Jasper-Prince George-Prince Rupert	789.3	5.96	4,075.0	8.77	30.78	55.2	3,285.7	7.07	24.82	19.37	147.06
Montreal/Quebec-Chicoutimi	534.4	6.63	4,229.7	7.32	52.50	56.7	3,695.4	6.39	45.87	12.63	110.33
Montreal/Brockville-Toronto	16,028.0	5.79	26,571.1	4.99	9.59	50.2	10,543.1	1.98	3.81	60.32	86.13
Ottawa-Bellefleur-Toronto	322.0	6.95	850.4	5.92	18.35	58.4	528.5	3.68	11.40	37.87	85.18
Toronto-Windsor	6,165.5	5.66	12,594.9	3.77	11.56	50.5	6,429.4	1.92	5.90	48.95	66.54
Montreal-Quebec	1,578.9	6.62	3,855.2	7.89	16.16	54.1	2,276.3	4.66	9.54	40.96	119.11
Montreal-Ottawa	1,482.4	6.58	4,609.3	7.60	20.47	53.7	3,126.9	5.16	13.89	32.16	115.51
Ottawa-Brockville-Toronto	1,499.9	6.04	3,388.6	5.33	13.66	53.1	1,888.7	2.97	7.61	44.26	88.32
Deux Montagnes-Grenville	0.8	20.00	55.6	9.46	1,390.00	79.4	54.8	9.32	1,370.08	1.44	47.28
Toronto-Guelph	97.7	5.64	578.5	8.42	33.42	53.9	480.8	7.00	27.78	16.89	149.35
Sydney-Truro-Halifax	428.8	5.13	1,749.8	5.26	20.94	51.0	1,321.0	3.97	15.81	24.51	102.49
Quebec-La Malbaie-Clermont	46.6	7.22	508.6	11.63	78.85	58.0	462.0	10.57	71.63	9.16	161.12
Richmont-Lyster-Quebec	8.0	6.79	296.2	8.80	251.02	56.0	288.2	8.56	244.24	2.70	129.79
Montreal-Sherbrooke-Coaticook	230.3	5.28	1,091.0	6.52	25.01	46.7	860.7	5.14	19.73	21.11	123.47
Toronto-Kingston	407.4	5.33	697.9	3.64	9.14	44.0	290.5	1.52	3.80	58.38	68.35
Toronto-Niagara Falls	573.9	6.00	2,110.3	4.68	22.07	46.1	1,536.3	3.41	16.07	27.20	78.03
Winnipeg-Thunder Bay North	55.2	3.72	819.3	7.57	55.28	48.7	764.1	7.06	51.56	6.74	203.57
Regina-Saskatoon-Prince Albert	59.8	4.99	633.0	7.45	52.84	52.0	573.2	6.75	47.85	9.45	149.36
Saskatoon-The Pas	47.7	4.03	295.3	4.57	24.94	49.4	247.7	3.84	20.92	16.15	113.50
Edmonton-North Battleford	113.2	4.89	774.8	5.14	33.50	53.5	661.6	4.39	28.60	14.61	105.18
Edmonton-Grand Centre	51.3	5.17	624.0	10.31	62.90	53.5	572.7	9.46	57.73	8.22	199.40
Edmonton-Drumheller	72.8	4.97	444.7	6.15	30.33	52.5	371.8	5.15	25.36	16.37	123.83
Quebec-Cochrane	794.1	6.63	5,287.6	6.99	44.13	54.3	4,493.5	5.94	37.51	15.02	105.41
Montreal-Gaspe/Charny-Moncton	1,412.4	6.62	6,838.7	8.48	32.07	53.2	5,426.2	6.73	25.45	20.65	128.16
Moncton-Saint John	201.2	5.46	1,323.7	9.59	35.91	54.1	1,122.5	8.13	30.45	15.20	175.67
Toronto-Stouffville	115.1	6.17	919.7	12.35	49.29	50.7	804.6	10.80	43.12	12.52	200.11
Toronto-Stratford	215.6	6.04	806.0	5.38	22.58	51.6	590.4	3.94	16.54	26.75	89.12
Toronto-London-Sarnia	2,573.3	5.88	8,005.8	4.68	18.29	49.3	5,432.4	3.18	12.41	32.14	79.60

CN PASSENGER-TRAIN STATISTICS 1974

<u>Service Mixed CN-1974</u>	<u>Total Route Mileage</u>	<u>Average Trip Length Miles</u>	<u>Revenue - Passengers (Units)</u>	<u>Revenue - Passengers - Miles (000's)</u>	<u>Seat Miles (000's)</u>	<u>Load Factor %</u>
Hearst-Nakina	144.1	45.7	898	41	1,510	2.72
Hornepayne-Manitouwadge	70.4	9.43	106	1	720	0.14
Sioux Lookout-Thunder Bay North	201.6	65.2	2,149	140	2,510	5.56
Wabowden-Gilliam-Churchill	373.4			46	1,652	3.73
Dauphin-Winnipegosis	38.4	2.4	10	.024	87	0.03
Flin Flon-Osborne Lake	118.2	16.0	1,247	20	1,727	1.16
The Pas-Lynn Lake	242.0	148.5	7,092	1,053	9,629	10.94
Prince Albert-Hudson Bay	161.1	16.3	184	3	1,248	0.24
McBride-Prince George	146.1	41.5	1,832	76	1,500	5.07
All Services:				1,203,815	3,160,838	38.09

CN PASSENGER-TRAIN STATISTICS 1974

Service Mixed CN-1974	Revenue (\$000's)	Revenue Per Passenger		Cost (\$000's)		Cost Per Mile Passenger		Labour Cost % of Total Cost		Loss (\$000's)		Loss Per Seat Mile Passenger		Revenue Break-Even	
		Mile ¢	¢	\$	¢	Mile ¢	¢	Cost	Cost	\$	¢	Mile ¢	¢	Cost	%
Hearst-Nakina	2.9	7.07	2.49	37.6	2.49	91.71	2.29	50.8	34.6	84.39	7.71	35.22			
Hornepayne-Manitouwadge	0.3	30.00	4.38	31.5	4.38	3,150.00	4.33	54.3	31.2	3,120.00	0.95	14.58			
Sioux Lookout-Thunder Bay North	9.6	6.86	3.02	75.8	3.02	54.14	2.63	43.6	66.1	47.21	12.67	44.02			
Wabowden-Gilliam-Churchill	3.1	6.74	1.91	31.5	1.91	68.48	1.72	44.1	28.4	61.74	9.84	28.29			
Dauphin-Winnipegosis	0.001	4.17	20.23	17.6	20.23	73,333.33	20.23	54.5	17.6	73,333.33	0.01	485.13			
Flin Flon-Osborne Lake	1.4	7.00	2.42	41.8	2.42	209.00	2.34	28.8	40.4	202.00	3.35	34.58			
The Pas-Lynn Lake	49.9	4.74	2.70	260.3	2.70	24.72	2.19	49.8	210.4	19.98	19.17	57.03			
Prince Albert-Hudson Bay	0.6	20.00	2.43	30.3	2.43	1,010.00	2.38	48.8	29.7	990.00	1.98	12.14			
McBride-Prince George	4.2	5.53	2.95	44.2	2.95	58.16	2.67	74.0	40.0	52.63	9.50	53.29			
All Services:	71,997.2	5.98	6.57	207,756.9	6.57	17.26	4.30	52.36	135,759.5	11.28	34.66	109.91			

CP PASSENGER-TRAIN STATISTICS 1972

Service	Total Route Mileage	Average Trip Length Miles	Revenue - Passengers		Revenue - Passengers - Miles		Seat Miles (000's)	Load Factor (%)
			(Units)	(000's)	(000's)	(000's)		
Montreal/Toronto-Vancouver	3139.4	767.2	302791	232307		436667	53.2	
Montreal-Saint John	481.8	231.5	52032	12045		27006	44.6	
Halifax-Yarmouth	216.8	76.0	42440	3226		20203	16.0	
Montreal-Quebec	176.3	115.9	135320	15684		43445	36.1	
Montreal-Mont Laurier	163.8	70.9	18625	1321		3253	40.6	
Montreal-Ottawa	125.5	59.7	81255	4851		8152	59.5	
Toronto-Havelock	100.7	32.6	89609	2918		11718	24.9	
Toronto-Hamilton	40.2	38.1	16582	632		2323	27.2	
Sudbury-Sault Ste. Marie	179.4	119.4	6854	818		8019	10.2	
Sudbury-White River	300.3	59.8	15293	915		5903	15.5	
Calgary-Edmonton	193.9	147.6	26357	3889		17284	22.5	
Victoria-Courtenay	144.0	51.0	19327	986		5909	17.0	
All Services			806485	279592		589882	47.40	

CP PASSENGER-TRAIN STATISTICS 1972

Service	Revenue (\$000's) \$	Revenue Per Passenger Mile ¢	Cost (\$000's)		Cost Per Seat Mile ¢	Cost Per Passenger Mile ¢		Loss (\$000's) \$	Loss Per Seat Mile ¢		Loss Per Passenger Mile ¢		Revenue Break-Even Factor	
			\$	¢		\$	¢		\$	¢	\$	¢	x 100%	%
Montreal/Toronto-Vancouver	12055.2	5.19	31174.8	7.14	13.42	56.3	19119.6	4.38	8.23	38.67	137.57			
Montreal-Saint John	734.5	6.10	2915.8	10.80	24.21	59.3	2181.3	8.08	18.11	25.19	177.05			
Halifax-Yarmouth	192.4	5.96	676.4	3.35	20.97	58.1	484.0	2.40	15.00	28.45	56.21			
Montreal-Quebec	783.8	5.00	2093.3	4.82	13.35	57.3	1309.5	3.01	8.35	37.44	96.40			
Montreal-Mont Laurier	59.7	4.52	201.1	6.18	15.22	55.3	141.4	4.35	10.70	29.69	136.73			
Montreal-Ottawa	221.0	4.56	567.7	6.96	11.70	53.3	346.8	4.25	7.15	38.93	152.63			
Toronto-Havelock	125.3	4.29	380.8	3.25	13.05	59.1	255.5	2.18	8.76	32.90	75.76			
Toronto-Hamilton	36.8	5.82	239.3	10.30	37.86	50.1	202.4	8.71	32.03	15.38	176.98			
Sudbury-Sault Ste. Marie	37.9	4.63	374.1	4.66	45.73	65.5	336.2	4.19	41.10	10.13	100.65			
Sudbury-White River	43.4	4.74	463.3	7.85	50.64	64.0	419.9	7.11	45.89	9.37	165.61			
Calgary-Edmonton	159.5	4.10	828.0	4.79	21.29	63.4	668.6	3.87	17.19	19.26	116.83			
Victoria-Courtenay	95.0	9.63	237.2	4.01	24.06	-	185.2	3.13	18.78	40.05	49.23			
All Services	14544.4	5.20	40151.7	6.81	14.36	-	25650.3	4.35	9.17	36.22	131.02			

CP PASSENGER-TRAIN STATISTICS 1974

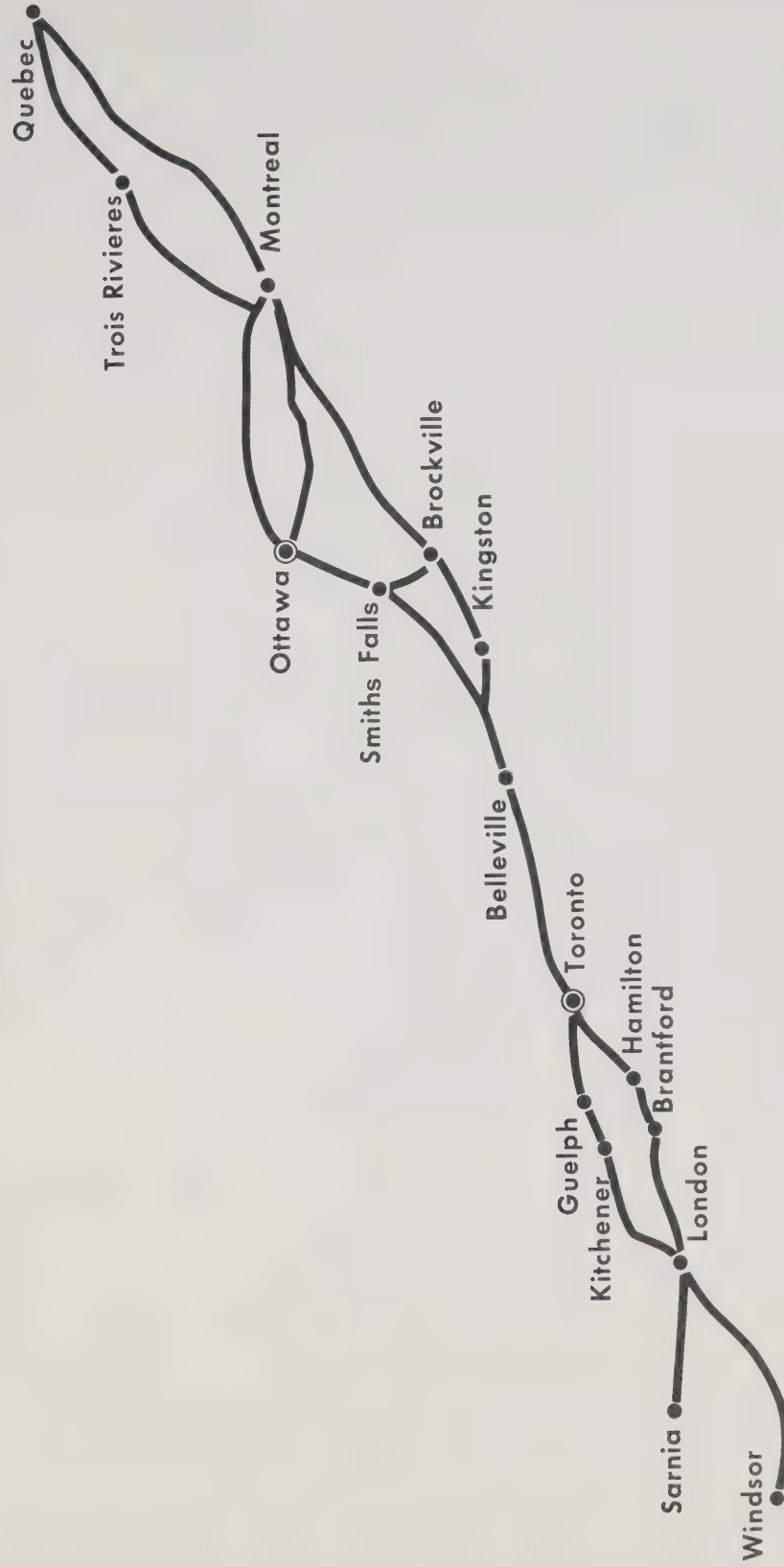
Service	Revenue (\$000's)	Revenue Per Passenger		Cost (\$000's)		Cost Per Seat Mile		Cost Per Passenger Mile ¢		Labour Cost % of Total Cost		Loss (\$000's)		Loss Per Seat Mile ¢		Loss Per Passenger Mile ¢		Revenue Break-Even Cost Load Factor x 100%		%
		\$	Mile ¢	\$	¢	\$	¢	\$	¢			\$	¢	\$	¢	\$	¢			
Montreal/Toronto-Vancouver	15,341.5	6.10		38,688.7	8.29	15.38		59.3		23,347.2	5.00	9.28		39.65		137.20				
Montreal-Saint John	690.5	7.56		3,310.2	9.11	36.23		65.4		2,619.7	7.21	28.67		20.86		120.45				
Halifax-Yarmouth	179.0	7.56		779.4	3.88	32.91		46.9		600.4	2.99	25.35		22.97		51.35				
Montreal-Quebec	557.3	6.16		2,109.9	5.54	23.32		63.7		1,552.5	40.7	17.16		26.41		89.88				
Montreal-Mont Laurier	50.2	5.90		220.5	5.26	25.91		61.1		170.3	4.06	20.01		22.77		89.06				
Montreal-Ottawa	231.6	5.52		611.2	4.30	14.57		59.8		379.5	2.67	9.05		37.89		77.95				
Toronto-Havelock	187.9	4.44		493.6	3.61	11.66		67.5		305.7	2.23	7.22		38.07		81.21				
Toronto-Hamilton	62.7	7.56		290.9	10.18	35.10		52.6		228.3	7.99	27.54		21.55		134.68				
Sudbury-Sault Ste. Marie	54.6	4.88		420.5	5.25	37.54		66.6		365.9	4.57	32.67		12.98		107.50				
Sudbury-White River	56.2	5.64		516.8	5.19	51.89		74.0		460.5	4.63	46.23		10.87		92.02				
Calgary-Edmonton	193.6	5.12		1,056.1	6.68	27.90		67.8		862.6	5.45	22.79		18.33		130.04				
Victoria-Courtenay	67.2	6.60		309.1	5.28	30.36		-		241.6	4.14	23.76		21.74		80.07				
All Services:	17,672.4	6.11		48,806.9	7.68	16.88		6.05		31,134.5	4.90	10.77		36.21		119.66				

CP PASSENGER-TRAIN STATISTICS 1974

	<u>Total Route Mileage</u>	<u>Average Trip Length Miles</u>	<u>Revenue-Passengers (Units)</u>	<u>Revenue-Passenger-Miles (000's)</u>	<u>Seat Miles (000's)</u>	<u>Load Factor (%)</u>
Montreal/Toronto-Vancouver	3,139.4	805.3	312,293	251,498	466,729	53.90
Montreal-Saint John	478.8	245.1	37,268	9,136	36,350	25.13
Halifax-Yarmouth	216.3	82.0	28,876	2,368	20,074	11.80
Montreal-Quebec	178.3	113.6	79,678	9,048	38,104	23.75
Montreal-Mont Laurier	163.8	60.7	14,014	851	4,196	20.28
Montreal-Ottawa	132.3	57.9	72,387	4,194	14,204	29.53
Toronto-Havelock	100.7	35.9	118,107	4,235	13,688	30.94
Toronto-Hamilton	40.2	38.8	21,345	829	2,857	29.02
Sudbury-Sault Ste. Marie	179.4	106.6	10,502	1,120	8,015	13.97
Sudbury-White River	300.3	68.8	14,486	996	9,957	10.00
Calgary-Edmonton	191.7	138.3	27,372	3,785	15,816	23.93
Victoria-Courtenay	144.0		<u>20,942</u>	<u>1,018</u>	<u>5,849</u>	<u>17.04</u>
All Services:			757,270	289,078	635,839	45.46

MAINLINE
CORRIDOR SERVICES

CORRIDOR ROUTES



SERVICES

CN MONTREAL-QUEBEC CITY
CP MONTREAL-QUEBEC CITY
CP MONTREAL-OTTAWA
CN MONTREAL-OTTAWA
CN KINGSTON-TORONTO
CN MONTREAL-BROCKVILLE-TORONTO
CN OTTAWA-TORONTO
CN TORONTO-WINDSOR
CN TORONTO-LONDON-SARNIA

CN MONTREAL-QUEBEC CITY

CHARACTERISTICS OF THE REGION

This service is located within an area referred to as the "Corridor" which is densely populated, by Canadian standards, and as a consequence, there exists a host of alternative modes of surface access such as the private automobile, bus transit and air transportation with which passenger rail must inevitably compete if it is to survive within this market.

CP operates a service from Montreal to Quebec City along the North shore via Trois-Rivieres which has implications for the feasibility of an economic South shore CN service. (See CP Montreal-Quebec City).

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	192.2	51.2
1974	147.0	48.8
(average about 100 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Millions)</u>	<u>Loss (\$ Millions)</u>	<u>Loss/Psgr (\$)</u>
1972	4.021	2.360	12.28
1974	3.855	2.276	15.49

COMPETITION

<u>Mode</u>	<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
Bus - Voyageur Colonial Inc.	24 daily	2:45 hrs	59 mph
Air - Air Canada	7 daily)	40-50	190-240 mph
Quebecair	6 daily)	minutes	

RTC DECISION

Despite being classified as uneconomic these services were ordered to continue at a loss due to the following rationale:

1. Given the existence of a substantial transportation market in the "Corridor" the Committee is of the opinion that appropriate alterations in operating practices and scheduling; alterations in equipment assignments; alterations in pricing and

other aspects of passenger service under railway control, could improve the financial position of this service.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
2 daily	2 daily	3-3½ hrs	46-56 mph

CP MONTREAL-QUEBEC CITY

CHARACTERISTICS OF THE REGION

This service is located within an area referred to as the "Corridor" which is densely populated, by Canadian standards, and as a consequence, there exists a host of alternative modes of surface access such as the private automobile, bus transit and air transportation with which passenger rail must inevitably compete if it is to survive within this market.

.There exists an abundance of private level crossings along this route which has to be dealt with.

CN operates a service from Montreal to Quebec City along the South shore via Drummondville and St. Hyacinthe which has implications for the feasibility of an economic North shore CP service. (See CN Montreal-Quebec City).

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	135.3	36.1
1974	79.7	23.8
(average about 38 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost</u> <u>(\$ Millions)</u>	<u>Loss</u> <u>(\$ Millions)</u>	<u>Loss/Psgr</u> <u>(\$)</u>
1972	2.093	1.309	9.68
1974	2.109	1.552	19.48

COMPETITION

<u>Mode</u>	<u>Round Trip</u> <u>Frequency</u>	<u>Time</u>	<u>Average Speed</u>
Bus - Voyageur Colonial Inc.	24 daily	2:45 hrs	59 mph
Air - Air Canada Quebecair	7 daily) 6 daily)	40-50 minutes	190-240 mph

RTC DECISION

Despite being classified as uneconomic these services were ordered to continue at a loss due the the following rationale:

1. Given the existence of a substantial transportation market in the "Corridor" the Committee is of the opinion that appropriate alterations in operating practices and scheduling; alterations in equipment assignments; alterations in pricing and in other aspects of passenger service under railway control, could improve the financial position of this service.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
3 daily		3:10-3:25 hrs	51-55 mph

CP MONTREAL-OTTAWA

CHARACTERISTICS OF THE REGION

This service is located within an area referred to as the "Corridor" which is densely populated, by Canadian standards, and as a consequence, there exists a host of alternative modes of surface access such as the private automobile, bus transit and air transportation with which passenger rail must inevitably compete if it is to survive within this market.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	81.3	59.5
1974	72.4	29.5
(average about 93 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.567	.347	4.27
1974	.611	.380	5.25

COMPETITION

<u>Mode</u>	<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
Bus - Voyageur Colonial Inc.	23 daily		
Air - 5 airlines	38 daily		

RTC DECISION

Despite being classified as uneconomic these services were ordered to continue at a loss due to the following rationale:

1. Given the existence of a substantial transportation market in the "Corridor" the Committee is of the opinion that appropriate alterations in operating practices and scheduling; alterations in equipment assignments; alterations in pricing and other aspects of passenger service under railway control, could improve the financial position of this service.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
1 daily	1 daily	2:10-3:10 hrs	40-48 mph

CN MONTREAL-OTTAWA

CHARACTERISTICS OF THE REGION

This service is located within an area referred to as the "Corridor" which is densely populated, by Canadian standards, and as a consequence, there exists a host of alternative modes of surface access such as the private automobile, bus transit and air transportation with which passenger rail must inevitably compete if it is to survive within this market.

CP operates a service from Montreal to Ottawa, north of the Ottawa River via St. Therese, Lachute, Montebello, Papineauville, Thurso, Masson-Buckingham Junction and Hull, which has some implications with respect to the feasibility of an economic CN service south of the Ottawa River.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	248.2	48.7
1974	210.2	37.1
(average about 87 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	3.488	2.084	8.40
1974	4.609	3.127	14.88

COMPETITION

<u>Mode</u>	<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
Bus - Voyageur Colonial Inc.	23 daily		
Air - 5 airlines	38 daily		

RTC DECISION

Despite being classified as uneconomic these services were ordered to continue at a loss due to the following rationale:

1. Given the existence of a substantial transportation market in the "Corridor" the Committee is of the opinion that appropriate alterations in operating practices and scheduling; alterations in equipment assignments; alterations in pricing and other aspects of passenger service under railway control, could improve the financial position of this service.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
5 daily weekend variations		1:50-2:20 hrs	50-66 mph

CN KINGSTON-TORONTO

CHARACTERISTICS OF THE REGION

This service is located within an area referred to as the "Corridor" which is densely populated, by Canadian standards, and as a consequence, there exists a host of alternative modes of surface access such as the private automobile, bus transit and air transportation with which passenger rail must inevitably compete if it is to survive within this market.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	59.6	40.8
1974	63.0	39.9
(average about 101 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.552	.254	4.26
1974	.698	.291	4.62

COMPETITION

<u>Mode</u>	<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
Bus - Voyageur Colonial Inc.	10 daily		

RTC DECISION

Despite being classified as uneconomic these services were ordered to continue at a loss due to the following rationale:

1. Given the existence of a substantial transportation market in the "Corridor" the Committee is of the opinion that appropriate alterations in operating practices and scheduling; alterations in equipment assignments; alterations in pricing and in other aspects of passenger service under railway control, could improve the financial position of this service.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
2 daily		2:39 hrs	60 mph

CN MONTREAL/BROCKVILLE-TORONTO

CHARACTERISTICS OF THE REGION

This service is located within an area referred to as the "Corridor" which is densely populated, by Canadian standards, and as a consequence, there exists a host of alternative modes of surface access, such as the private automobile, bus transit, and air transportation with which passenger rail must inevitably compete if it is to survive within this market.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	1181.8	56.1
1974	1052.5	52.0
(average about 224 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	21.698	7.922	6.70
1974	26.571	10.543	10.02

COMPETITION

<u>Mode</u>	<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
Bus - one busline	67 weekly	6-6½ hrs	
Air - 2 airlines	239 weekly		

RTC DECISION

Despite being classified as uneconomic, these services were ordered to continue at a substantial loss due to the following rationale:

1. Given the existence of a substantial transportation market in the "Corridor", the Committee is of the opinion that appropriate alterations in operating practices and scheduling; alterations in equipment assignments, alterations in pricing and in other aspects of passenger service under railway control, could improve the financial position of this service.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
7 daily		4:10-8:00 hrs	42-80 mph

CN OTTAWA-TORONTO

Ottawa-Toronto via Brockville
Ottawa-Toronto via Belleville

CHARACTERISTICS OF THE REGION

This service is located within an area referred to as the "Corridor" which is densely populated, by Canadian standards, and as a consequence, there exists a host of alternative modes of surface access such as the private automobile, bus transit and air transportation with which passenger rail must inevitably compete if it is to survive within this market.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	171.0	43.0
1974	182.0	38.3
(average about 87 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	2.672	1.778	10.39
1974	4.239	2.417	13.31

COMPETITION

<u>Mode</u>	<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
Bus- Voyageur Colonial Inc.	10 daily	5:20 hrs	

Air -
3 airlines

20 daily

RTC DECISION

Despite being classified as uneconomic these services were ordered to continue at a substantial loss due to the following rationale:

1. Given the existence of a substantial transportation market in the "Corridor" the Committee is of the opinion that appropriate alterations in operating practices and scheduling; alterations in equipment assignments; alterations in pricing and in other aspects of passenger service under railway control, could improve the financial position of this service.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
3 daily		5:25-7:00 hrs	37-50 mph

CN TORONTO-WINDSOR

CHARACTERISTICS OF THE REGION

This service is located within an area referred to as the "Corridor" which is densely populated, by Canadian standards, and as a consequence, there exists a host of alternative modes of surface access such as the private automobile, bus transit and air transportation within which passenger rail must inevitably compete if it is to survive within this market.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	726.8	39.0
1974	766.2	32.6

(average about 217 per trip)

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost</u> <u>(\$ Million)</u>	<u>Loss</u> <u>(\$ Million)</u>	<u>Loss/Psgr</u> <u>(\$)</u>
1972	7.806	3.494	4.81
1974	12.595	6.429	8.39

COMPETITION

<u>Mode</u>	<u>Round Trip</u> <u>Frequency</u>	<u>Time</u>	<u>Average Speed</u>
Bus - one busline	58 weekly		
Air - one airline	5 daily		

RTC DECISION

Despite being classified as uneconomic these services were ordered to continue at a substantial loss, due to the following rationale:

1. Given the existence of a substantial transportation market in the "Corridor", the Committee is of the opinion that appropriate alterations in operating practices and scheduling; alterations in equipment assignments; alterations in pricing and in other aspects of passenger service under railway control, could improve the financial position of this service.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
5 daily		3:50-4:15 hrs	52-58 mph

CN TORONTO-LONDON-SARNIA

CHARACTERISTICS OF THE REGION

This service is located within an area referred to as the "Corridor" which is densely populated, by Canadian standards, and

as a consequence, there exists a host of alternative modes of surface access such as private automobile, bus transit and air transportation with which passenger rail must inevitably compete if it is to survive within this market.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	445.5	30.5
1974	578.0	25.6

(average about 122 per trip)

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	4.385	2.692	6.04
1974	8.006	5.432	9.40

COMPETITION

<u>Mode</u>	<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
Bus -			
Toronto-London - 2 buslines	115 weekly		
London-Sarnia - 1 busline	12 weekly		
Toronto-Sarnia - 1 busline	14 weekly		
Air -			
Toronto-London - 2 airlines	76 weekly		
Toronto-Sarnia - 2 airlines	42 weekly		
London-Sarnia - 2 airlines	42 weekly		

RTC DECISION

Despite being classified "uneconomic" these services were ordered to continue at a substantial loss due to the following rationale:

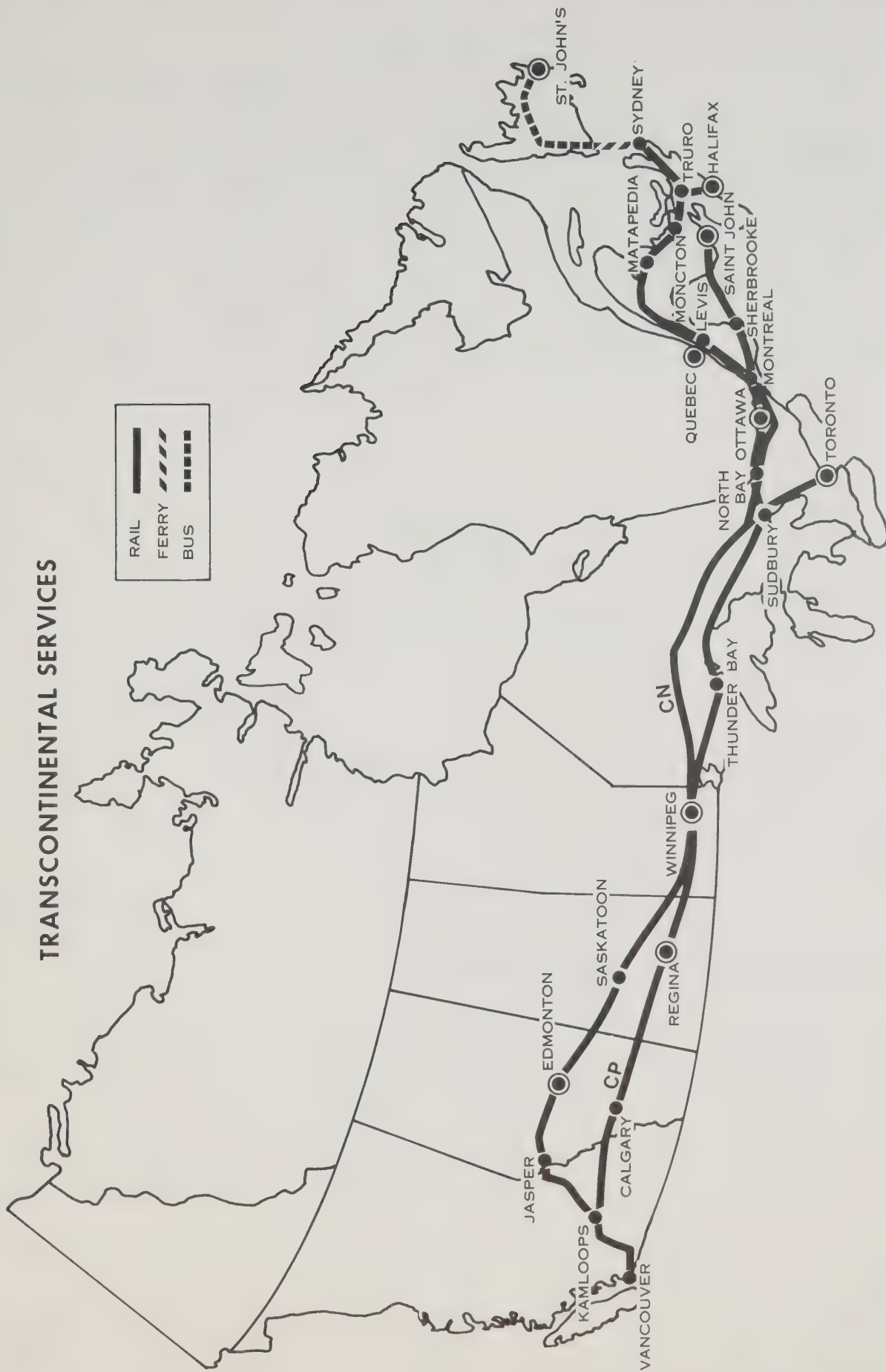
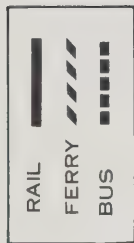
1. Given the existence of a substantial transportation market in the "Corridor" the Committee is of the opinion that appropriate alterations in operating practices and scheduling; alterations in equipment assignments; alterations in pricing and in other aspects of passenger service under railway control, could improve the financial position of this service.

RAIL SERVICES

	<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
Toronto-Sarnia	3 daily		3:20-4:09 hrs	45-56 mph
Toronto-London	11 daily		1:55-2:50 hrs	42-58 mph

TRANSCONTINENTAL SERVICES

TRANSCONTINENTAL SERVICES



SERVICES

CN MONTREAL/TORONTO-VANCOUVER

CP MONTREAL/TORONTO-VANCOUVER

CN TRANSCONTINENTAL

CHARACTERISTICS OF THE REGION

The Transcontinental service attempts to accomplish several tasks simultaneously. In certain regions of the country it serves as an inter-city operation, in others as a remote regions operation and in others as a long haul service. The existence of such a multi-functional service has given rise to an abundance of inherent inconsistencies in relation to schedule adherence and train consist. The result has been a rapid escalation in costs and a general decline in reliability of service. However, the remote service provided is a necessary function of the transportation system and it is not clear that a reduction in this area, specifically, would significantly alleviate the difficulties and reduce costs.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	571.5	51.9
1974	456.8	47.01
(average about 517 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	55.079	32.215	61.62
1974	70.625	47.397	103.0

COMPETITION

<u>Mode</u>		<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
Bus -				
Montreal-Sudbury	-1 busline	5 daily	10:15 hrs	43 mph
Toronto-Sudbury	-1 busline	3 daily		43 mph
Toronto-Calgary	-1 busline	4 daily	55 hrs	40 mph
Winnipeg-Calgary	-1 busline	3 daily	19:30 hrs	45 mph
Calgary-Vancouver	-1 busline	6 daily	18 hrs	37 mph
Edmonton-Vancouver	-1 busline	1 daily	19 hrs	41 mph
Winnipeg-Edmonton	-1 busline	2 daily	21:20 hrs	39 mph
Saskatoon-Calgary	-1 busline	1 daily	9 hrs	46 mph
Air -				
Toronto-Vancouver	-2 airlines	14 daily		

RTC DECISION

Despite being classified as uneconomic these services were ordered to continue at a substantial loss due to the following rationale:

1. The Committee is of the opinion that a transcontinental service has a role to play in an integrated Canadian transportation network.

RAIL SERVICES

	<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
Montreal-Capreol	1 daily		11 hrs	39 mph
Toronto-Capreol	1 daily		7:55 hrs	36 mph
Capreol-Winnipeg	1 daily		25:10 hrs	35 mph
Winnipeg-Vancouver	1 daily		42-48 hrs	28-47 mph

(1 additional summer service daily, Toronto-Vancouver)

CP THE CANADIAN

CHARACTERISTICS OF THE REGION

The Transcontinental service attempts to accomplish several tasks simultaneously. In certain regions of the country it serves as an inter-city operation, in others as a remote regions operation and in others as a long haul service. The existence of such a multi-functional service has given rise to an abundance of inherent inconsistencies in relation to schedule adherence and train consist. The result has been a rapid escalation in costs and a general decline in reliability of service. However, the remote service provided is a necessary function of the transportation system and it is not clear that a reduction in this area, specifically, would significantly alleviate the difficulties and reduce costs.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	302.8	53.2
1974	312.3	54.41

(average about 427 per trip)

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	31.175	19.120	63.14
1974	38.689	23.347	74.0

COMPETITION

<u>Mode</u>		<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
Bus -				
Montreal-Sudbury	-1 busline	5 daily	10:15 hrs	43 mph
Toronto-Sudbury	-1 busline	3 daily		43 mph
Toronto-Calgary	-1 busline	4 daily	55 hrs	40 mph
Winnipeg-Calgary	-1 busline	3 daily	9:30 hrs	45 mph
Calgary-Vancouver	-1 busline	6 daily	18 hrs	37 mph
Edmonton-Vancouver	-1 busline	1 daily	19 hrs	41 mph
Winnipeg-Edmonton	-1 busline	2 daily	21:20 hrs	39 mph
Saskatoon-Calgary	-1 busline	1 daily	9 hrs	46 mph
Air -				
Toronto-Vancouver	-2 airlines	15 daily		

RTC DECISION

Despite being classified as uneconomic these services were ordered to continue at a substantial loss due to the following rationale:

1. The Committee is of the opinion that a transcontinental service has a role to play in an integrated Canadian transportation network.

RAIL SERVICES

	<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
Montreal-Sudbury	1 daily		10 hrs	44 mph
Toronto-Sudbury	1 daily		6:05 hrs	43 mph
Sudbury-Winnipeg	1 daily		11:45 hrs	43 mph
Winnipeg-Banff	1 daily		19:20 hrs	47 mph
Banff-Vancouver	1 daily		18:15 hrs	31 mph

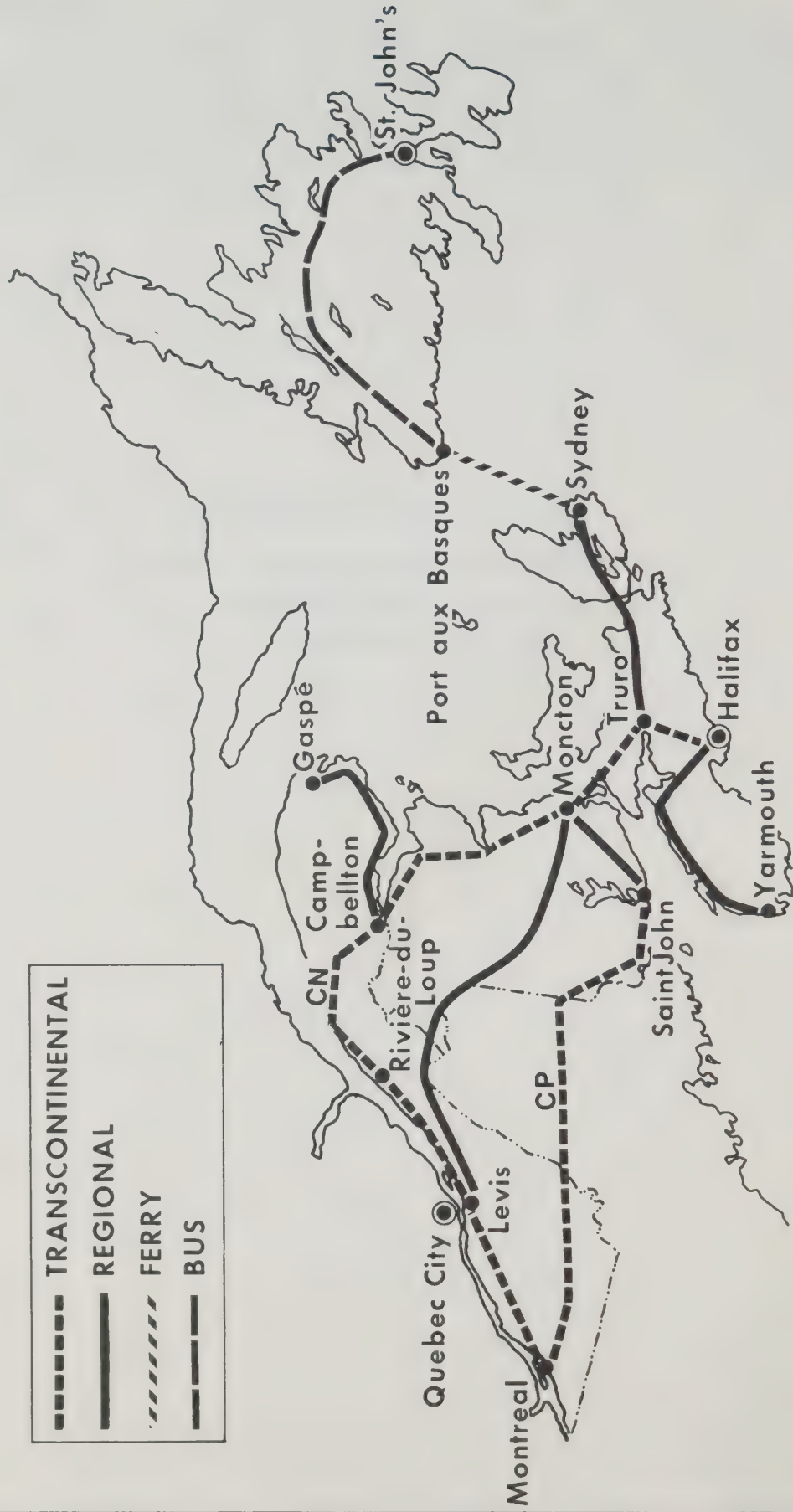
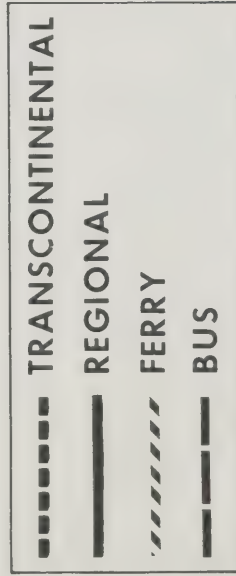
MARITIME THROUGH SERVICES

CN MONTREAL-GASPE/CHARNEY-MONCTON

CN HALIFAX/SYDNEY-MONTREAL

CP SAINT JOHN-MONTREAL

ATLANTIC ROUTES



CN MONTREAL-GASPE/CHARNY-MONCTON

CHARACTERISTICS OF THE REGION

Trains operating in this region provide essentially a through service from Montreal to Halifax, connecting with the "Ocean" service. Consequently, the traffic statistics reflect peak utilization during the summer months.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	98.0	30.7
1974	81.6	26.5

(average about 37 per trip)

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	6.066	4.837	49.35
1974	6.839	5.426	66.50 (est.)

COMPETITION

<u>Mode</u>	<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
Bus -			
Montreal-Gaspe -1 busline	3 daily	15:07 hrs	44 mph
Montreal-Edmunston-2 buslines	4 daily	7:45 hrs	50 mph
Moncton-Edmunston -1 busline	not daily		

RTC DECISION

Despite being classified as uneconomic, these services were ordered to continue at a substantial loss due to the following rationale:

1. Considering actual losses, traffic demands and patterns it is thought to be possible to formulate a Maritime passenger service which will satisfy the public's needs and justify the costs.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
Gaspe-Matapedia	1 daily	7:10 hrs	28 mph
Matapedia-Montreal	1 daily	11:40 hrs	
Quebec City-Edmunston	1 daily	5:45 hrs	42 mph
Edmunston-Moncton	1 daily	5 hrs	46 mph

CN HALIFAX/SYDNEY-MONTREAL

LINKS

Sydney-Truro; Charlottetown-Amherst; Saint John-Moncton; Gaspe-Matapedia.

CHARACTERISTICS OF THE REGION

These trains are utilized to provide a through service to Montreal and points West. Consequently traffic statistics exhibit substantial summer seasonality.

The Halifax/Sydney-Montreal service carries more than twice as many passengers in the peak months of July and August as in the low month of November. For example, on the Moncton-Campbellton portion of the service, approximately 1,000 more passengers per day were carried in August than in November.

The main consideration in assessing the cost of the Maritime services is the substantial amount of manpower, plant and equipment which is necessary to operate such a network.

a) Manpower

In 1970 the Maritime service consisted of 23 trains operating during a 24-hour period. 434 employees on the trains provide a service at some time or another. The operating trades, such as conductors, trainmen, enginemen, etc. account for 306 employees while the remaining 128 represent sleeping, dining and parlour car staff. These figures do not reflect the total number of employees required to operate the trains on a continuing basis because of layovers, etc.

In addition, there is a significant number of individuals who do not work on the trains but who nonetheless provide an integral service such as travel personnel (ticket agents), maintenance personnel and supervisory employees.

The critical consideration, with respect to Maritime passenger rail, focuses on the impact of change in passenger train services and the ramifications of such change on employment of present personnel.

b) Plant

There exist over 2400 route miles between the Maritime provinces and Montreal. The nature of the Maritime region is such that a significant amount of capital must be invested in the rights-of-way composed of numerous bridges, shelters, station buildings and roadways in addition to the normal rail expenses such as rails, ties, switches and roadbeds.

Specific areas require intricate signal devices such as Automatic Block signals and Centralized Traffic Control to ensure the safety and efficiency of the trains. All these resources add up to a substantial capital expenditure in Maritime passenger rail service.

c) Equipment

The railways use 26 locomotives to move 10 conventional passenger trains each of which may consist of up to 15 cars or occasionally more. In addition 11 RDC's are engaged in providing local services.

<u>1970</u>	<u>Conventional</u>	<u>RDC</u>	<u>Total</u>
Train miles	2,393,631	848,153	3,241,784
Car miles (excluding mail and express)			
- coach	6,630,659	1,342,362	7,973,021
- sleeping and parlor car	9,239,581	nil	9,239,581
- dining car	4,159,187	nil	4,159,187
- head end (baggage and service car)	2,930,322	nil	2,930,322
 TOTAL	 22,959,749	 1,342,362	 24,302,111

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	720.8	39.2
1974	525.8	36.7

(average about 360 per trip)

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	27.178	16.960	23.53
1974	33.056	22.288	42.39

COMPETITION

There exists no direct bus service from Halifax to Montreal approximating the rail service.

Montreal and Halifax are connected by 2 airlines.

CONNECTIONS

- Ferry Services in Cabot Strait and Northumberland Strait
- CN Bus Service from Port-aux-Basques to St. Johns
- Charlottetown-Amherst-CN Charter Bus connect with CPR trains at Cape Tormentine and Borden
- SMT Bus Service connects with CNR trains at McGivney for Newcastle, Fredericton, and Oromocto
- Picton County Buslines connect with the CNR Sydney-Truro trains.

RTC DECISION

Despite being classified as uneconomic these services were ordered to continue at a substantial loss due to the following rationale:

1. "Given the actual losses incurred and the demands and traffic patterns, the Committee is of the opinion that it is possible through imaginative improvements to develop a maritimes passenger-train system which will satisfy the needs of the travelling public and, at the same time, justify whatever cost there may be to the federal treasury".

RAIL SERVICES

	<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
Montreal-Halifax-	2 daily		21-23 hrs	36-48 mph
Truro-Sydney	- 1 daily		1:20 hrs	48 mph

CP SAINT JOHN-MONTREAL

CHARACTERISTICS OF THE REGION

The trains operating in this region provide a through service to Montreal and points west. Hence, the traffic data reflect a substantial degree of seasonality in the summer months.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	52.0	44.6
1974	37.3	25.1

(average about 30 per trip)

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	2.916	2.181	41.95
1974	3.310	2.620	70.23

COMPETITION

There exists no direct bus service from Saint John to Montreal approximating the rail service.

Air connection is offered by one airline offering four daily trips.

FEEDER BUS SERVICE

Fredericton Junction - Fredericton - operates daily except Sunday.

RTC DECISION

Despite being classified as uneconomic, these services were ordered to continue at a substantial loss due to the following rationale:

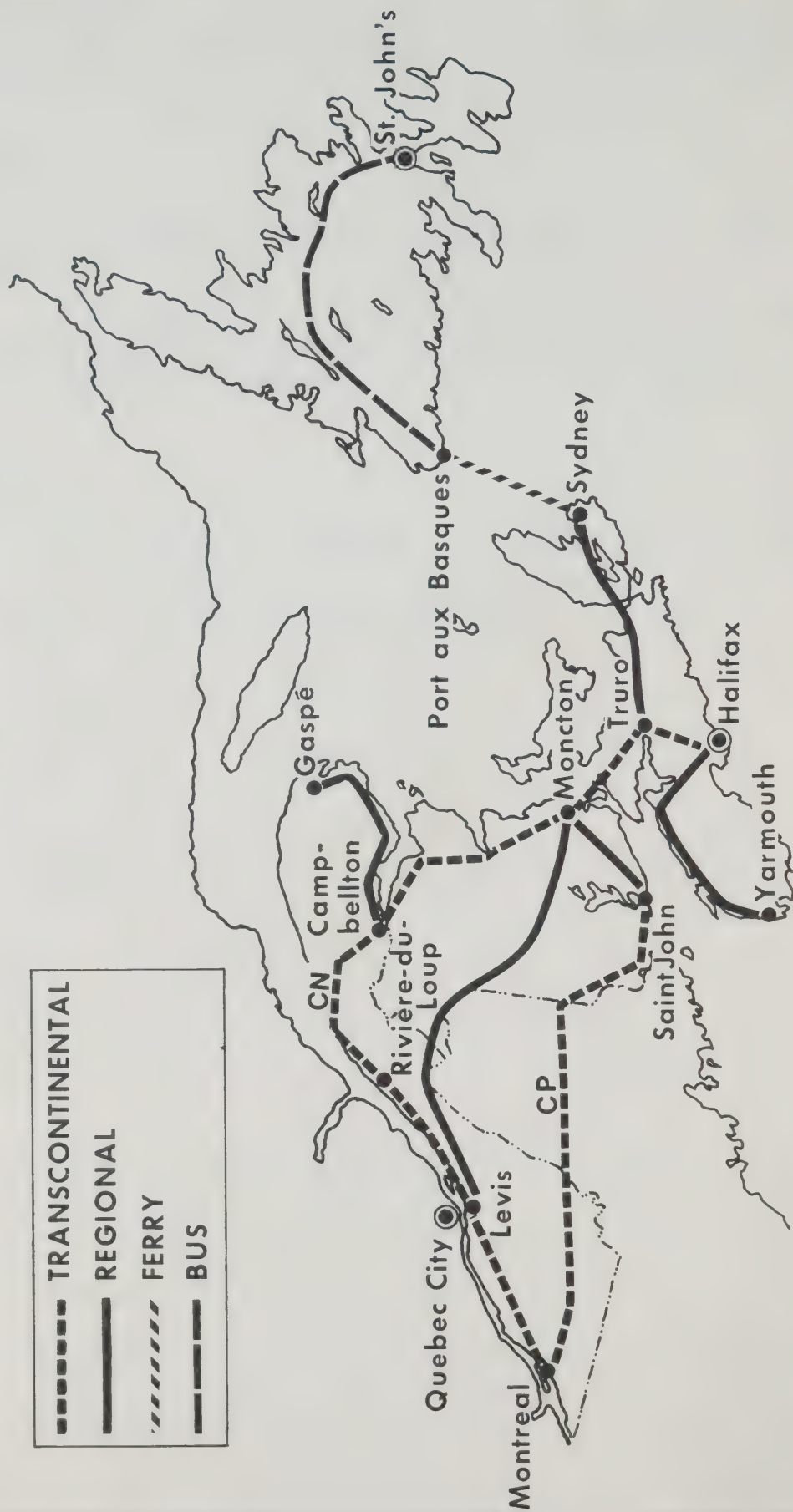
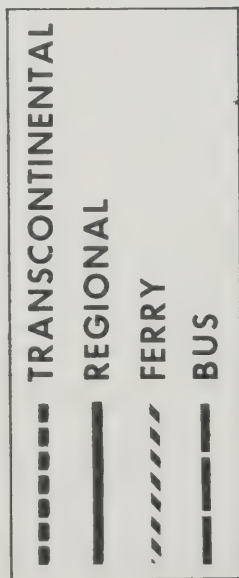
1. Considering the actual losses in relation to traffic demands and patterns it is thought possible to formulate a Maritime passenger service which will satisfy the public's needs and justify the cost.

RAIL SERVICES

	<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
	1 daily		13:05 hrs	37 mph
Montreal-Farnham	5 weekly		1:10 hrs	

REGIONAL SERVICES

ATLANTIC ROUTES



MARITIME REGIONAL SERVICES

CN SYDNEY-TRURO-HALIFAX/MONCTON-SAINT JOHN

CP HALIFAX-YARMOUTH

CN SYDNEY - TRURO - HALIFAX/MONCTON - SAINT JOHN (MARITIME SERVICES)

CHARACTERISTICS OF THE REGION

These trains are used to provide predominantly local services. Consequently, the traffic data reflect increased utilization during the Christmas, New Year and Easter holiday periods rather than during the usual summer peak period. For example, on the through trains, close to 1,000 more passengers per day were carried in August, the peak month, than in November the slow month. However, only 72 more passengers per day were carried in August than in November on trains operating between Moncton and Saint John; classified as local trains.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	107.2	25.6
1974	163.4	25.9
(average about 56 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	2.275	1.804	16.83
1974	3.072	2.443	14.95

COMPETITION

<u>Mode</u>	<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
Sydney-Truro			
- Halifax-Acadian Buslines	3 daily	6-8 hrs	30-45 mph
Moncton-Saint John			
- one bus company	2 daily	2:50 hrs	31 mph

RTC DECISION

CN Sydney-Truro-Halifax
CN Moncton-Saint John

Despite being classified as uneconomic these services were ordered to continue at a substantial loss due to the following rationale:

1. Given the losses incurred and the demand and traffic patterns it is thought possible to develop a transportation system

which will serve the needs of the Maritime people and justify the cost.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
Sydney-Truro-Halifax			
2 daily		7:25-12 hrs	26-39 mph
Moncton-Saint John			
1 daily		1:45 hrs	50 mph

CP HALIFAX-YARMOUTH (DOMINION ATLANTIC RAILWAY)

CHARACTERISTICS OF THE REGION

Trains operating in this region provide a local service between Halifax, Kentville, Digby and Yarmouth. Consequently, the traffic statistics reflect peak utilization during the Christmas, New Year and Easter holiday periods, rather than during the summer months.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	42.4	16.0
1974	28.9	11.8
(average about 20 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.676	.484	11.42
1974	.779	.600	20.78

COMPETITION

<u>Mode</u>	<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
2 buslines	4 daily	7:05 hrs	31 mph

RTC DECISION

Despite being classified as uneconomic, these services were ordered to continue at a substantial loss due to the following rationale:

1. Considering the actual losses incurred, traffic demands and patterns, it is thought to be feasible to formulate a Maritime passenger service which will satisfy the public's needs and justify the costs;

2. Local services such as Halifax-Yarmouth play a major role in the total passenger train network of the Maritime (network argument).

RAIL SERVICE

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
1 daily plus weekend supplement		5:45 hrs	38 mph

Bay of Fundy Service "Princess of Acadia"

- CP ferry service connecting Yarmouth-Kentville-Halifax rail express service.

QUEBEC REGIONAL SERVICES

CP MONTREAL-MONT LAURIER

CN RICHMOND-LYSTER-QUEBEC

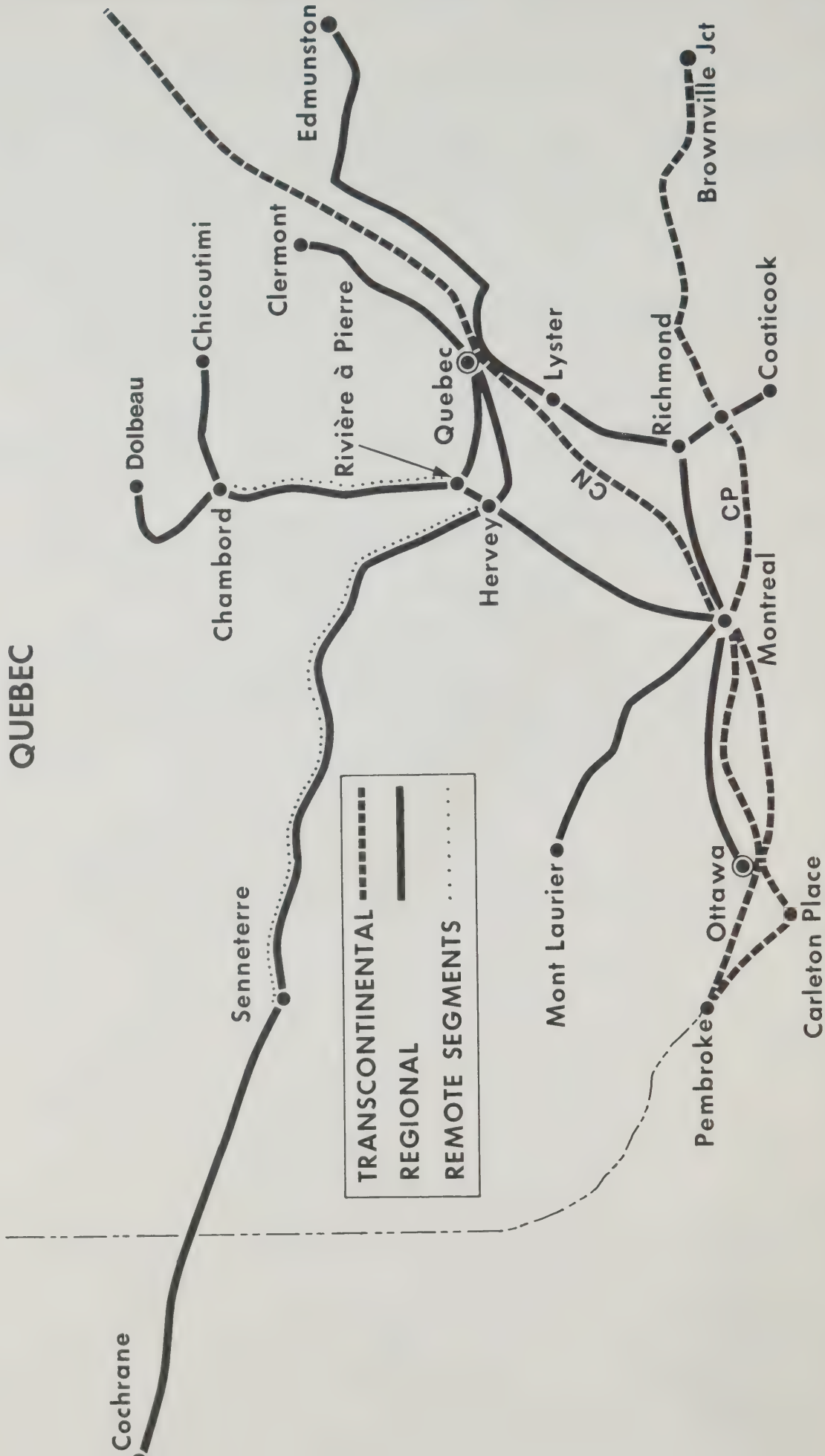
CN QUEBEC-LA MALBAIE-CLERMONT

CN MONTREAL-SHERBROOKE-COATICOOK

CN QUEBEC-COCHRANE

CN MONTREAL-CHICOUTIMI

QUEBEC



CP MONTREAL-MONT LAURIER

CHARACTERISTICS OF THE REGION

This service operates substantially below capacity which reflects, in part, the public's preference for the private automobile and the existence of alternative means of surface access; specifically a combination of highways 15 and 11 run parallel to the railine from Montreal to Mont Laurier. Altitude varies in this region from a low of 76 feet at Bordeaux to a peak of 1,254 feet at Lac Carre.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	18.6	40.6
1974	14.0	20.3
(average about 45 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.201	.141	7.60
1974	.221	.170	12.15

COMPETITION

<u>Mode</u>	<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
one busline	2 daily	4:10 hrs	39 mph

RTC DECISION

Despite being classified as uneconomic, these services were ordered to continue at a substantial loss due to the following rationale:

1. The Committee is of the opinion that consideration must be given to the probability of future changes in travel patterns due to the "energy crisis", and how these changes will affect the demand for the services being offered.

RAIL SERVICE

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
3 weekly		4:35 hrs	36 mph

CN RICHMOND-LYSTER-QUEBEC

CHARACTERISTICS OF THE REGION

This service carries relatively few people and operates consistently below capacity, which reflects, in part, the public's preference for the private automobile and the existence of alternative means of surface access; specifically a combination of highway 5 and 20 run parallel to the railine from Quebec City to Richmond.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	7.8	7.1
1974	4.2	3.5
(average about 8 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.203	.102	13.05
1974	.296	.288	69.41

COMPETITION

<u>Mode</u>	<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
one busline	3 daily	2:45 hrs	42 mph

RTC DECISION

CN Richmond-Lyster-Quebec City

Despite being classified as uneconomic these services were ordered to continue at a substantial loss due to the following rationale:

1. The Committee is of the opinion that consideration must be given to the probability of future changes in travel patterns due to the "energy crisis", and how these changes will affect the demand for the services being offered.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
Richmond-Lyster-Quebec 3 weekly		2:45 hrs	37 mph
Richmond-Lyster-Charny 3 weekly		2:04 hrs	44 mph

CN QUEBEC-LA MALBAIE-CLERMONT

CHARACTERISTICS OF THE REGION

This service carries relatively few people and operates consistently below capacity which reflects, in part, the public's preference for the private automobile and the existence of alternative means of surface access; specifically, highways 15, 15A and 15B, in combination, run parallel to the railine from Quebec City to Clermont.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	15.4	18.6
1974	12.3	14.8
(average about 17 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.253	.211	13.71
1974	.509	.462	37.66

COMPETITION

<u>Mode</u>	<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
one busline	3 daily	2:45 hrs	33 mph
62			

RTC DECISION

Despite being classified as uneconomic these services were ordered to continue at a substantial loss due to the following rationale:

1. The Committee is of the opinion that consideration must be given to the likelihood of future changes in travel patterns due to the "energy crisis", and how these changes will affect the demand for the services being offered.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
1 daily		2:50 hrs	33 mph

CN MONTREAL-SHERBROOKE-COATICOOK

CHARACTERISTICS OF THE REGION

This service is located within an area referred to as the "Corridor" which is densely populated, by Canadian standards, and as a consequence, there exists a host of alternative modes of surface access such as the private automobile, bus transit and air transportation with which passenger rail must inevitably compete if it is to survive within this market.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	117.5	29.3
1974	119.2	26.07
(average about 143 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.699	.483	4.11
1974	1.091	.861	7.22

COMPETITION

<u>Mode</u>	<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
one busline	14 daily	1:45 hrs	57 mph

RTC DECISION

Despite being classified as uneconomic these services were ordered to continue at a loss due to the following rationale:

1. Given the existence of a substantial transportation market in the "Corridor" the Committee is of the opinion that appropriate alterations in operating practices and scheduling; alterations in equipment assignment; alterations in pricing and in other aspects of passenger service under railway control, could improve the financial position of this service.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
1 daily with week-end variations from different points		2:20 hrs	42 mph

CN QUEBEC CITY-COCHRANE

LINKS

Northern Ontario and Quebec to Toronto, Montreal and Quebec City via North Bay and Hervey, including Senneterre-Rouyn-Noranda.

CHARACTERISTICS OF THE REGION

Most of the on-line rail centres are accessible by roads, except in the La Tuque-Senneterre area. There are 70 on-line centres between Hervey and Cochrane, of which 24 are accessible by roads.

<u>Route</u>	<u>Distance</u>	<u>Pop. including Endpoints</u>	<u>Pop. excluding Endpoints</u>
Hervey- Cochrane	495	34,608	29,337
La Tuque- Parent	123	14,269	1,622
Parent- Senneterre	138	5,165	410
Senneterre- Cochrane	184	19,606	10,338

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	74.8	16.0
1974	69.7	15.84

(average about 111 per trip)

TRENDS

There is a decline in the average number of revenue passengers carried per trip with traces of seasonality in the summer months.

In the Montreal-Hervey segment there is evidence of slight seasonality in the winter and summer months.

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	4.394	3.700	49.44
1974	5.288	4.494	64.47

COMPETITION

There does not exist a direct bus service, approximating the rail service, from Quebec to Cochrane. Many of the centres between Hervey and Cochrane have no alternative surface access.

RTC DECISION

Despite being classified as uneconomic, these services were ordered to continue at a substantial loss due to the following rationale:

1. The Quebec-Cochrane service provides continuity to the Rouyn-Senneterre service, which provides furtherance to the Swastika-

Noranda service, providing access to the Toronto-North Bay-Kapuskasing regions, which provides a link between the "limited access" areas and the Corridor (network and remote regions argument);

2. Resource development (future considerations argument).

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
Quebec-Cochrane-6 days/week		19 hrs	30 mph
Montreal-Hervey (joins Quebec -Cochrane service)		22:15 hrs	28 mph
Senneterre-Noranda-Rouyn 1 daily except Sundays		2:20 hrs	44 mph

CN MONTREAL-CHICOUTIMI

LINKS

Montreal-Quebec City to Chicoutimi-Dolbeau via Riviere-a-Pierre and Chambord.

CHARACTERISTICS OF THE REGION

On-line centres south of Riviere-a-Pierre and north of Chambord are generally accessible by roads with Chambord and Roberval having access to bus and air services.

In the 120 mile remote corridor between Riviere-a-Pierre and Chambord there exists 40 on-line centres, only four of which have alternative surface access. Many of these centres are clubs, which explains the traces of seasonality that appear in the traffic statistics.

Between Montreal and Hervey there are 27 on-line centres all of which have access to roads and one third of which have access to bus services.

The corridor between Chambord and Riviere-a-Pierre may be classified as a remote area service.

<u>Route</u>	<u>Pop. including Endpoints</u>	<u>Pop. excluding Endpoints</u>
Chambord-Riviere-a-Pierre	3,523	1,726

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	78.1	22.8
1974	55.1	13.9
(average about 75 per trip)		

TRENDS

There is a decline in the average number of revenue passengers carried per trip with evidence of seasonality in the summer months and declining.

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	3.205	2.653	33.95
1974	4.230	3.695	67.07

COMPETITION

<u>Mode</u>	<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
one busline	4 daily	5:35 hrs	50 mph

RTC DECISION

Despite being classified as uneconomic, these services were ordered to continue at a substantial loss due to the following rationale:

1. Lack of alternative access route (remote regions argument);
2. Chambord-Dolbeau service forms part of the Quebec-Chicoutimi service (network argument);
3. Resource development (future considerations argument).

RAIL SERVICES

	<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average</u>	<u>Speed</u>
Montreal-Chicoutimi	-1 daily		12:30 hrs	27	mph
Quebec - Chicoutimi	weekly variations		7-8 hrs	29	mph
Chambord-Dolbeau	-1 daily		2:05 hrs	27	mph

ONTARIO REGIONAL SERVICES

CP TORONTO-HAMILTON

CN TORONTO-HAMILTON-NIAGARA FALLS

CN TORONTO-STRATFORD

CN TORONTO-BARRIE

CP SUDBURY-WHITE RIVER

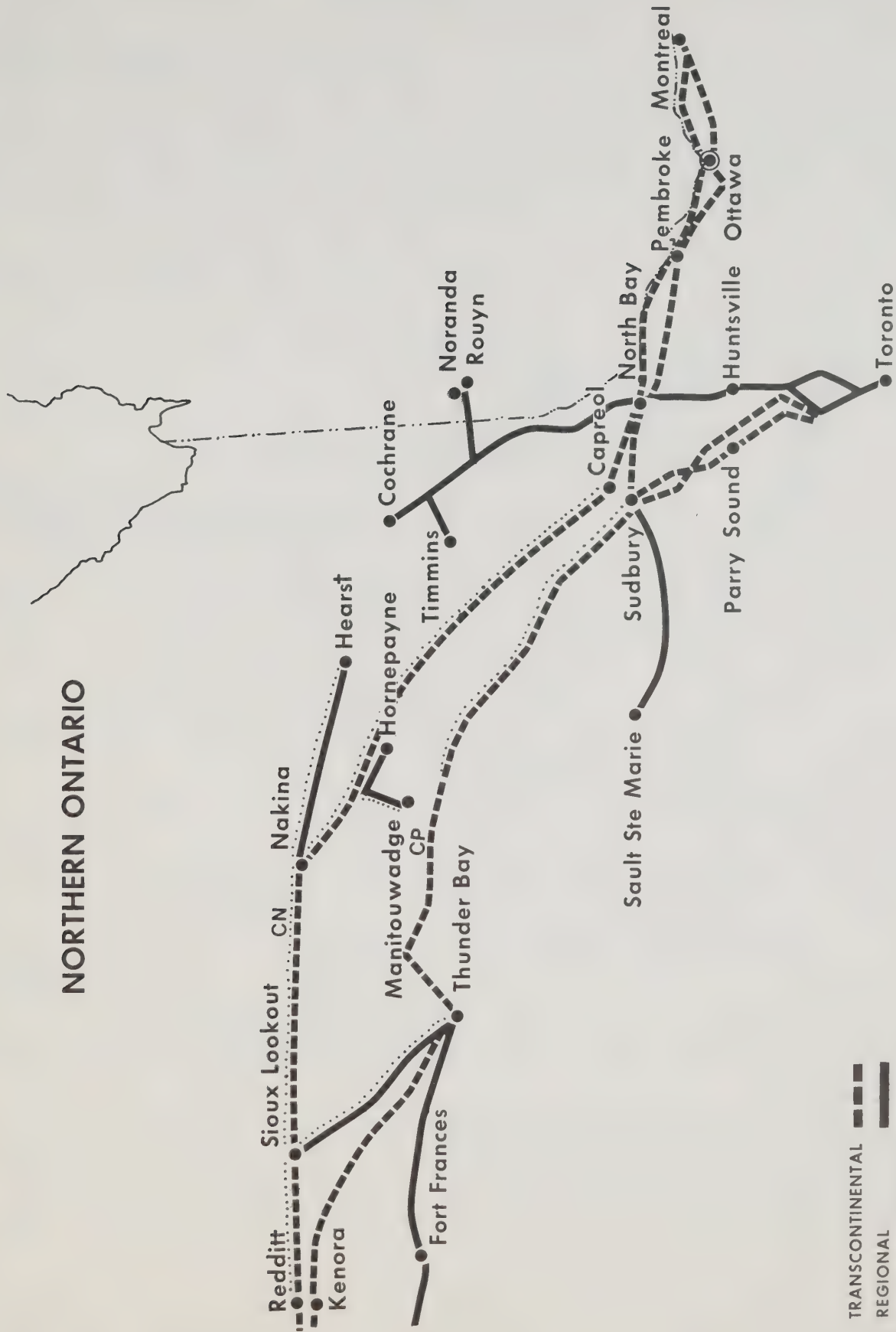
CN TORONTO-NORTH BAY-COCHRANE-HEARST

CN TORONTO-STOUFFVILLE

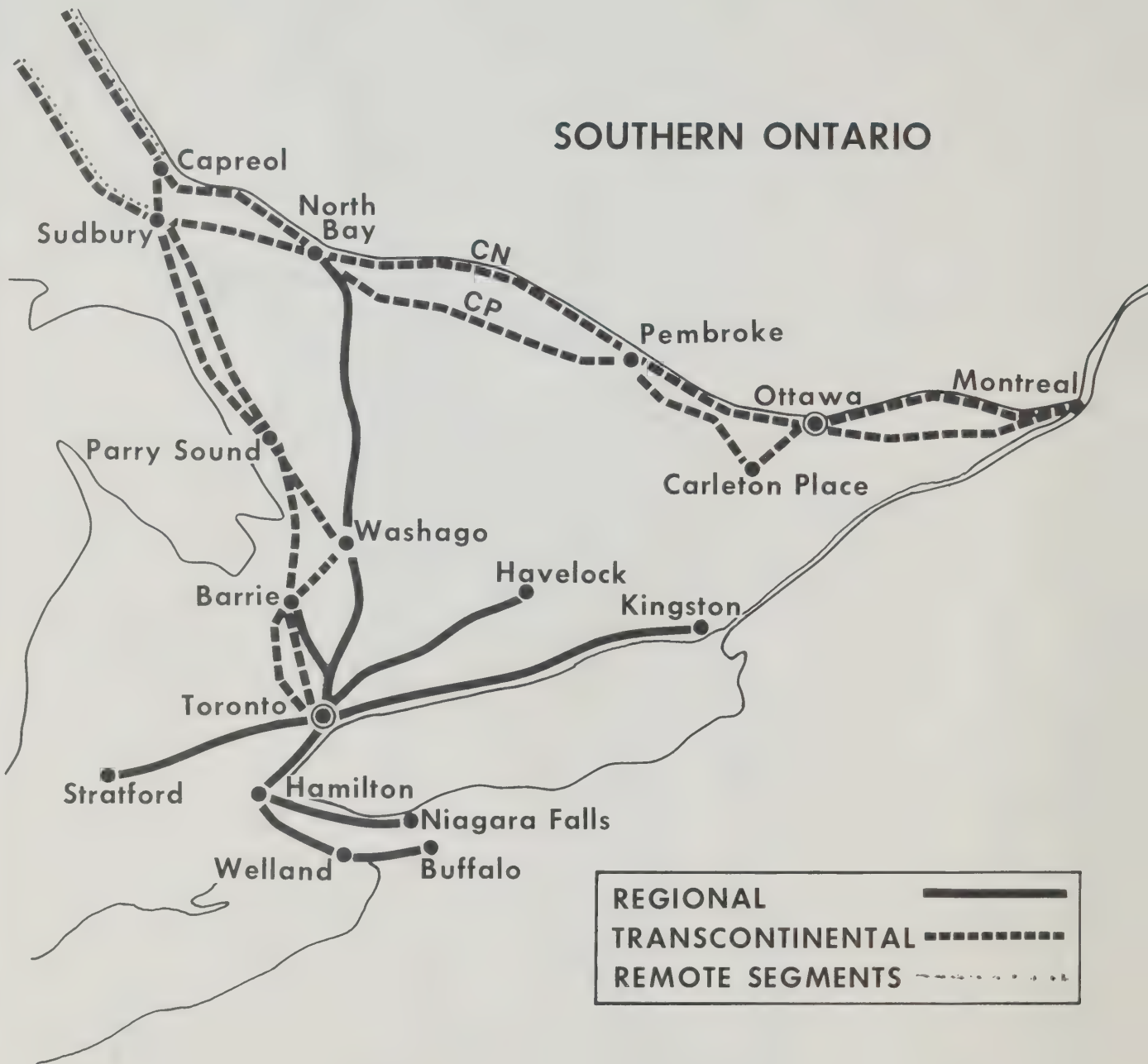
CP TORONTO-HAVELOCK

CP SUDBURY-SAULT STE. MARIE

NORTHERN ONTARIO



SOUTHERN ONTARIO



CP TORONTO-HAMILTON

CHARACTERISTICS OF THE REGION

This service is located within an area referred to as the "Corridor" which is densely populated, by Canadian standards, and as a consequence, there exists a host of alternative modes of surface access such as the private automobile, bus transit and air transportation with which passenger rail must compete.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	16.6	27.2
1974	21.3	29.0

(average about 29 per trip)

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.239	.202	12.21
1974	.291	.228	10.70

COMPETITION

<u>Mode</u>	<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
Bus - Grey Coachlines GO Transit - using CN trackage	upwards of 53 daily		

RTC DECISION

Despite being classified as uneconomic, these services were ordered to continue at a loss due to the following rationale:

1. Given the existence of a substantial transportation market in the "Corridor" the Committee is of the opinion that appropriate alterations in operating practices and scheduling; alternatives in equipment assignments; alternatives in pricing and in other aspects of passenger service under railway control, could improve the financial position of this service.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
1 daily		55 mins	40 mph

CN TORONTO-HAMILTON-NIAGARA FALLS

CHARACTERISTICS OF THE REGION

This service is located within an area referred to as the "Corridor" which is densely populated, by Canadian standards, and as a consequence, there exists a host of alternative modes of surface access such as the private automobile, bus transit and air transportation with which passenger rail must compete if it is to survive within this market.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	234.8	29.5
1974	180.5	21.2

(average about 82 per trip)

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	1.593	1.066	4.54
1974	2.110	1.536	8.51

COMPETITION

<u>Mode</u>	<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
Bus - extensive service by Gray Coach Lines Ltd. and Canada Coach Lines	17 daily		

RTC DECISION

Despite being classified as uneconomic these services were ordered to continue at a substantial loss due to the following rationale:

1. Given the existence of a substantial transportation market in the "Corridor" the Committee is of the opinion that appropriate alterations in operating practices and scheduling; alterations in equipment assignments; alterations in pricing and in other aspects of passenger service under railway control, could improve the financial position of this service.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
3 daily		1:50 hrs	46 mph

CN TORONTO STRATFORD

CHARACTERISTICS OF THE REGION

This service is located within an area referred to as the "Corridor" which is densely populated, by Canadian standards, and as a consequence, there exists a host of alternative modes of surface access such as the private automobile, bus transit and air transportation with which passenger rail must inevitably compete if it is to survive within this market.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	76.1	27.6
1974	76.8	23.8
(average about 105 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost</u> <u>(\$ Million)</u>	<u>Loss</u> <u>(\$ Million)</u>	<u>Loss/Psgr</u> <u>(\$)</u>
1972	.633	.462	6.06
1974	.806	.590	7.69

COMPETITION

<u>Mode</u>	<u>Round Trip</u> <u>Frequency</u>	<u>Time</u>	<u>Average Speed</u>
one busline	75 weekly		

RTC DECISION

Despite being classified as uneconomic, these services were ordered to continue at a substantial loss due to the following rationale:

1. Given the existence of a substantial transportation market in the "Corridor" the Committee is of the opinion that appropriate alterations in operating practices and scheduling; alterations in equipment assignments; alterations in pricing and in other aspects of passenger service under railway control, could improve the financial position of this service.

RAIL SERVICE

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
1 daily	2 daily	2:10 hrs	41 mph

CN TORONTO-BARRIE

CHARACTERISTICS OF THE REGION

The Toronto-Barrie rail service, implemented in April 1974, functions as a commuter service for individuals who work regularly in Toronto and reside in the areas served by the rail operation.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972 - trial committee service offered, average about 150 per trip.		
1974	58.8	57.0

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1974	.513	.418	7.11

COMPETITION

<u>Mode</u>	<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
one busline	16 weekly	1:35 hrs	40 mph

RTC DECISION

The Committee ordered Canadian National Railways to provide "Adequate and suitable accommodation, on an interim basis", between the terminal points of Toronto and Barrie on or before April 1, 1974.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
1 daily except weekends		1:35 hrs	40 mph

CP SUDBURY-WHITE RIVER

CHARACTERISTICS OF THE REGION

There exist 30 on-line rail centres between Sudbury and White River. There are 14 on-line rail centres between Cartier

and Chapleau, none of which have alternative surface access, three of which are accessible by summer roads only. There are ten on-line rail centres between Chapleau and White River, eight of which are not accessible by roads and one of which is accessible by a summer road only.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	15.3	15.5
1974	14.5	10.0

(average about 44 per trip)

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.463	.420	27.46
1974	.517	.461	31.79

COMPETITION

No direct bus service, many of the on-line centres are inaccessible by road.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
3 weekly (winter)		8:20 hrs	36 mph
1 daily except Tuesday in the summer			

CN TORONTO-NORTH BAY-COCHRANE-HEARST

CHARACTERISTICS OF THE REGION

There are 17 on-line centres between North Bay and Toronto. All centres have access to roads; 16 of which have

access to bus services and 5 of which have access to air services.

There are 8 on-line centres between North Bay and Swastika all of which have access to road and bus services; 3 of which have access to air services.

There are 11 on-line centres between Swastika and Kapuskasing, all of which have access to roads; 9 of which have access to bus services; 1 of which has access to air services.

Between Swastika and Noranda there are 6 on-line centres all of which have access to trains; 5 of which have access to bus services and 2 of which have access to air services.

The centres on the Toronto-North Bay-Kapuskasing route are accessible by other means, i.e., highway 11 runs parallel to the rail tracks from Gravenhurst to Hearst.

<u>Route</u>	<u>Distance</u>	<u>Pop. including Endpoints</u>	<u>Pop. excluding Endpoints</u>
Swastika- Noranda	60	44,263	32,895
Toronto- North Bay	228	911,030	149,057
North Bay- Cochrane	482	79,272	25,120
Cochrane- Kapuskasing	69	20,601	2,802

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	100.3	35.0
1974	92.3	33.0

(average about 126 per trip)

TRENDS

There is a decline in the average number of revenue passengers carried per trip with no evidence of seasonality, except in the Toronto-North Bay service area where seasonality is evident in the summer months, and in some instances, the winter months as well.

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost</u> <u>(\$ Million)</u>	<u>Loss</u> <u>(\$ Million)</u>	<u>Loss/Psgr</u> <u>(\$)</u>
1972	2.757	1.692	16.87
1974	3.459	2.263	24.52

COMPETITION

<u>Mode</u>	<u>Round Trip</u> <u>Frequency</u>	<u>Time</u>	<u>Average</u> <u>Speed</u>
Toronto-North Bay -1 busline	52 weekly		
Toronto-North Bay -1 airline	19 weekly		
Toronto-Kapuskasing-1 airline	16 weekly		
North Bay-Hearst -1 busline	1 daily/no return	10:30 hrs	
Kapuskasing-Hearst -CN bus	1 daily	1:25 hrs	40 mph

RTC DECISION

CN Toronto-North Bay-Kapuskasing
ONR Swastika-Noranda/Rouyn

Despite being classified as uneconomic, these services were ordered to continue at a substantial loss due to the following rationale:

1. Passenger-train services within the Toronto-North Bay-Kapuskasing regions have adequate alternative transportation facilities but are deemed necessary in linking many limited access services to the Toronto and "Corridor" areas (network argument).

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
Toronto-North Bay-Kapuskasing			
1 daily		14:25 hrs	39 mph
Toronto-North Bay			
weekends		5:10 hrs	44 mph
Swastika-Noranda (ONR)			
1 daily		2:55 hrs	31 mph
Porquis-Timmins (ONR)			
1 daily		50 min	32 mph

CN TORONTO-STOUFFVILLE

CHARACTERISTICS OF THE REGION

The Toronto-Stouffville service is an attempt to meet the needs of a commuting public who work regularly in Metropolitan Toronto, and who reside in the communities served by the railway. Given the growth projections of the City of Toronto into these regions, an ever increasing demand for commuter services can reasonably be expected in the not-too-distant future.

This service is an extension of the old Toronto-Markham service. At that time (1971) it was estimated that in peak travel times, the rail service could travel the route between Toronto and Markham in a time of 40 minutes, as compared with bus service provided by Gray Coach Lines Ltd., which involved a duration of 70 minutes to cover the same distance.

The suggestion put forth at that time was that it would be possible to integrate the rail and bus services in such a way that the rail service operated during the peak travel time and bus service operated during the off-peak travel time.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	66.8	50.5
1974	95.2	25.0

(average about 184 per trip)

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.399	.327	4.89
1974	.920	.805	8.45

COMPETITION

Bus - on-line rail point between Toronto and Stouffville are generally well served by interurban bus excepting Agincourt which is served by the Toronto Transit Commission.
- excellent road network.

RTC DECISION

Despite being classified as "uneconomic" these services were ordered to continue at a substantial loss, due to the following rationale:

1. Given the population growth estimates of Metropolitan Toronto and the appropriate demand for transportation services, corresponding to these estimates, the Committee is of the opinion that there will be an ever-increasing need for rail facilities.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
1 daily (except weekends)		55 min	32 mph

CP TORONTO-HAVELOCK

CHARACTERISTICS OF THE REGION

This service is utilized predominantly as a commuter service. Note preceeding information on passenger service in the Toronto area.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	89.6	24.9
1974	118.1	30.9
(average about 151 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.381	.256	2.85
1974	.494	.306	2.59

COMPETITION

<u>Mode</u>	<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
Bus - Voyageur Colonial Inc.	8 daily plus variations		
Toronto Transit Commission provides transportation for the Agincourt area connecting with the east-west Bloor-Danforth Subway.			

RTC DECISION

Despite being classified as uneconomic, these services were ordered to continue due to the following rationale:

1. The Committee is of the opinion that population trends indicate that increased pressure will be placed on the existing transportation facilities and that rail transit possesses the greatest potential in accommodating future transportation needs.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
1 daily		2:40 hrs	36 mph

CP SUDBURY-SAULT STE. MARIE

CHARACTERISTICS OF THE REGION

This service operates substantially below capacity, which reflects, in part, the public's preference for the private automobile and the existence of alternative means of surface access; specifically, Highway 17 runs parallel to the rail line from Sudbury to Sault Ste. Marie, a distance of 179 miles.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	6.9	10.2
1974	10.5	13.9
(average about 14 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.374	.336	49.05
1974	.421	.366	34.84

COMPETITION

<u>Mode</u>	<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
one busline	35 weekly		
one airline	11 weekly		

RTC DECISION

Despite being classified as "uneconomic", these services were ordered to continue at a substantial loss, due to the following rationale:

1. The Committee is of the opinion that consideration must be given to the probability of future changes in travel patterns due to the "energy crisis", and how these changes will affect the demand for the services being offered.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
1 daily		3:45 hrs	48 mph

MANITOBA REGIONAL SERVICES

CN WINNIPEG-CHURCHILL*

CN THUNDER BAY NORTH-WINNIPEG

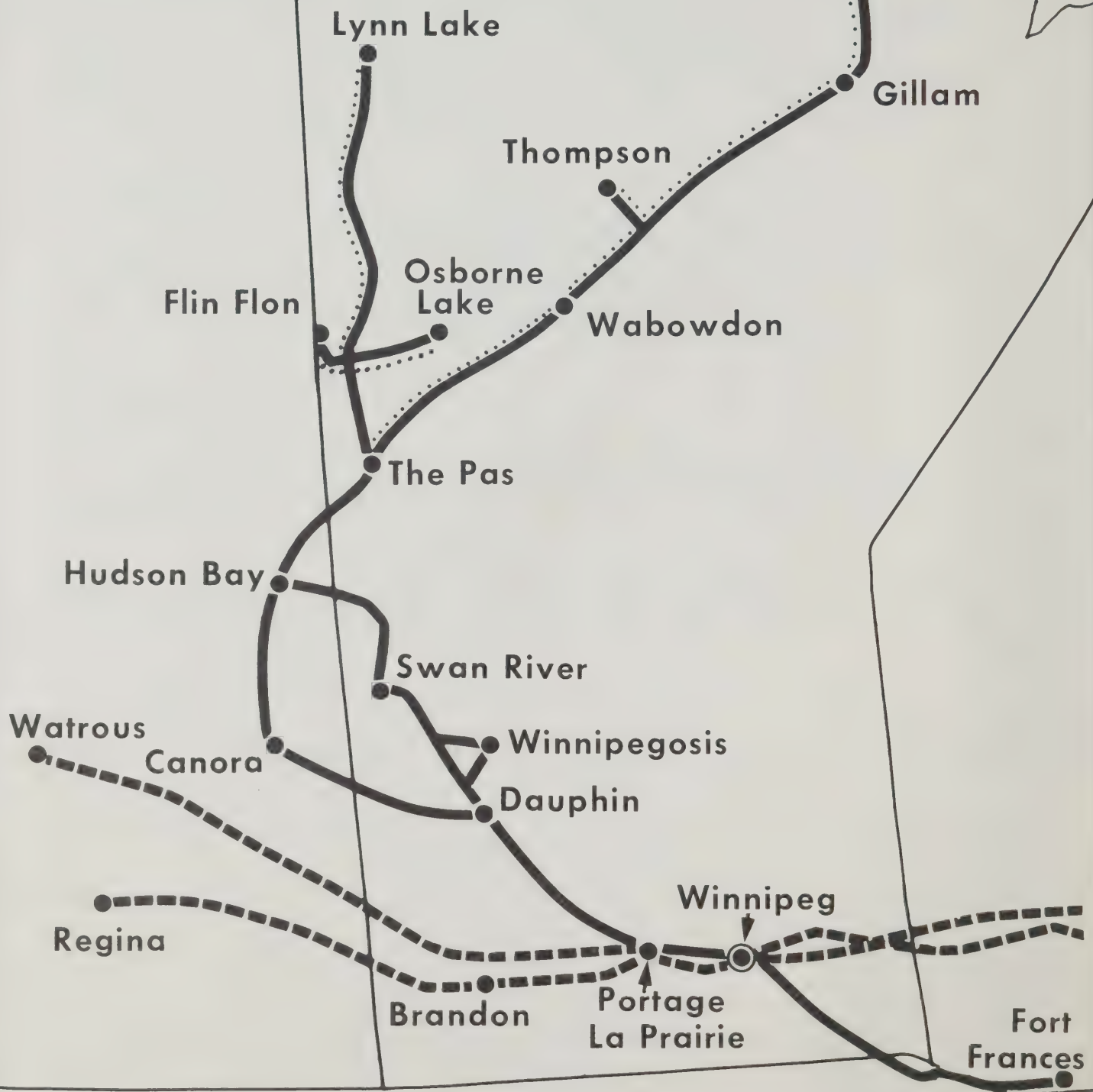
* See Remote Access Services

REGIONAL ———

TRANSCONTINENTAL - - - - -

REMOTE SEGMENTS

MANITOBA



WINNIPEG-CHURCHILL (NORTHERN MANITOBA SERVICES)

CHARACTERISTICS OF THE REGION

Rail provides the only mode of transportation to most on-line centres. For example, of the 8 on-line regions between Hudson Bay and The Pas 5 are inaccessible by road, of the 10 on-line regions between Flin Flon and Osborne Lake, only Channing is accessible by road and, of the 17 communities north of The Pas en route to Lynn Lake, 11 are served only by rail. Of the 61 on-line centres between The Pas and Churchill, 53 are inaccessible by road.

<u>Route</u>	<u>Distance</u>	<u>Pop. including Endpoints</u>	<u>Pop. excluding Endpoints</u>
The Pas- Thompson	223	26,655	1,592
Thompson- Churchill	287	22,403	2,429
Flin Flon- Osborne Lake	118	8,873	0
The Pas- Lynn Lake	242	10,142	1,149

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	55.9	20.4
1974	43.9	14.85

(average about 70 per trip)

TRENDS

- (a) Thompson-The Pas; Churchill-Pikwitonei; Pikwitonei-The Pas; The Pas-Lynn Lake

There exists a general decline in the average number of revenue passengers carried per trip with some element of seasonality present.

- (b) Wabowden-Gillam; Gillam-Churchill; Flin Flon-Cranberry Portage; Cranberry Portage-Osborne Lake, Osborne Lake-Flin Flon.

These services exhibit a constant negligible number of revenue passengers per trip.

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost</u> <u>(\$ Million)</u>	<u>Loss</u> <u>(\$ Million)</u>	<u>Loss/Psgr</u> <u>(\$)</u>
1972	6.031	5.221	79.48
1974	6.012	5.185	118.10

COMPETITION

Daily bus service between The Pas, Flin Flon and Lynn Lake only.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
Winnipeg-The Pas 1 daily (except Sun.)		14:30 hrs	32-35 mph
The Pas-Thompson-Churchill 3 weekly		24 hrs	23 mph
Wabowden-Gillan 2 weekly		6:55 hrs	32 mph
Gillan-Churchill 1 weekly		8:50 hrs	22 mph
The Pas-Lynn Lake 3 weekly		7:35 hrs	24 mph
Flin Flon-Osborne Lake daily except Sat		10:15 hrs 6 hrs	24 mph 20 mph
Dauphin-Winnipegosis 1 weekly		1:50 hrs	20 mph

CN THUNDER BAY NORTH-WINNIPEG

CHARACTERISTICS OF THE REGION

Roads generally provide alternative surface access to the principal communities served by passenger trains in Northern Ontario. However, some on-line centres between Thunder Bay North and Winnipeg (via Fort Frances) have inadequate alternative surface transportation facilities. Between Thunder Bay North and Winnipeg five on-line centres out of fifty - these are without roads.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	8.0	13.1
1974	8.1	13.7

(average about 26 per trip, purely regional)

TRENDS

These services illustrate a general decline in the average number of revenue passengers carried per trip with traces of summer seasonality evident.

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.496	.453	56.36
1974	.819	.764	94.33

COMPETITION

<u>Mode</u>	<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
one busline	14 weekly		
one airline	7 weekly		

The CN transcontinental train also serves the route.

RTC DECISION

Despite being classified as uneconomic these services were ordered to continue at a substantial loss due to the lack of alternative access routes.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
3 weekly		11:00-11:15 hrs	39-40 mph

SASKATCHEWAN REGIONAL SERVICES

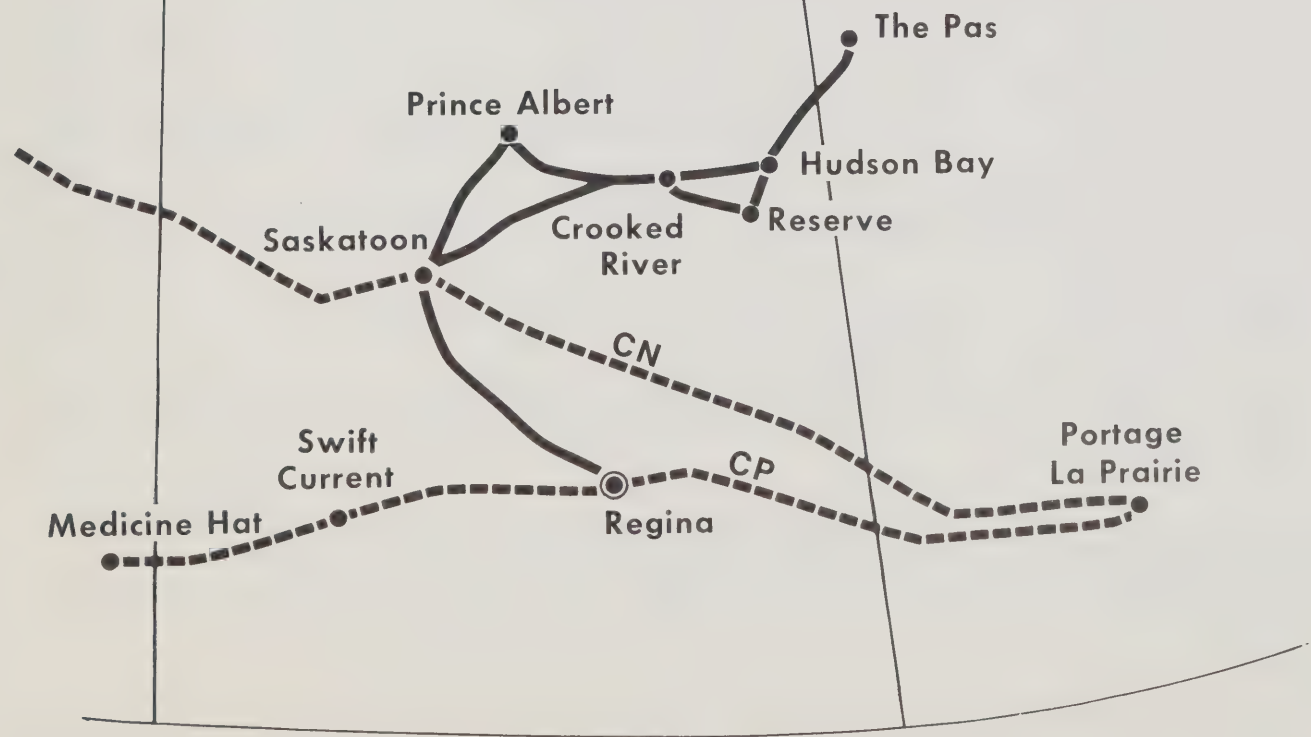
CN REGINA-SASKATOON-PRINCE ALBERT

CN SASKATOON-THE PAS/PRINCE ALBERT-HUDSON BAY

SASKATCHEWAN

TRANSCONTINENTAL - - - - -

REGIONAL —————



CN REGINA-SASKATOON-PRINCE ALBERT

CHARACTERISTICS OF THE REGION

These services operate substantially below capacity which reflects, in part, the public's preference for the private automobile and the existence of alternative means of surface access; specifically highway 11 runs parallel to the railine from Prince Albert to Saskatoon to Regina.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	13.2	18.0
1974	9.6	14.1
(average about 12 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.647	.581	44.09
1974	.633	.573	59.92

COMPETITION

<u>Mode</u>	<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
Bus -			
Saskatoon-Regina	3 daily	2:50-3:30 hrs	
Saskatoon-Prince Albert	2 daily	2 hrs	

RTC DECISION

Despite being classified as uneconomic, these services were ordered to continue at a substantial loss due to the following rationale:

1. The Committee is of the opinion that consideration must be given to the probability of future changes in travel patterns due to the "energy crisis", and how these changes will affect the demand for the services being offered.

RAIL SERVICES

	<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
Saskatoon-Regina	-1 daily		3:20 hrs	50 mph
Saskatoon-Prince Albert	-1 daily		2:10 hrs	40 mph

CN SASKATOON-THE PAS, PRINCE ALBERT-HUDSON BAY

CHARACTERISTICS OF THE REGION

These services operate substantially below capacity, which reflects, in part, the public's preference for the private automobile, and the existence of alternative means of surface access; specifically a combination of highways 2, 3, 5, 109 and 283 run parallel to the railine from Saskatoon to The Pas and from Prince Albert to Hudson Bay.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	8.3	18.0
1974	6.4	18.0

(average about 10 per trip)

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.336	.282	33.96
1974	.326	.277	43.57

COMPETITION

No direct bus connection exists between Saskatoon and The Pas and Prince Albert and Hudson Bay.

RTC DECISION

Despite being classified as uneconomic, these services were ordered to continue at a substantial loss due to the following rationale:

1. The Committee is of the opinion that consideration must be given to the probability of future changes in travel patterns due to the "energy crisis", and how these changes will affect the demand for the services being offered.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
Saskatoon-The Pas -3/wk		8-10 hrs	33-43 mph
Prince Albert-Hudson Bay-3/wk		7:50 hrs	21 mph

ALBERTA REGIONAL SERVICES

CN EDMONTON-NORTH BATTLEFORD

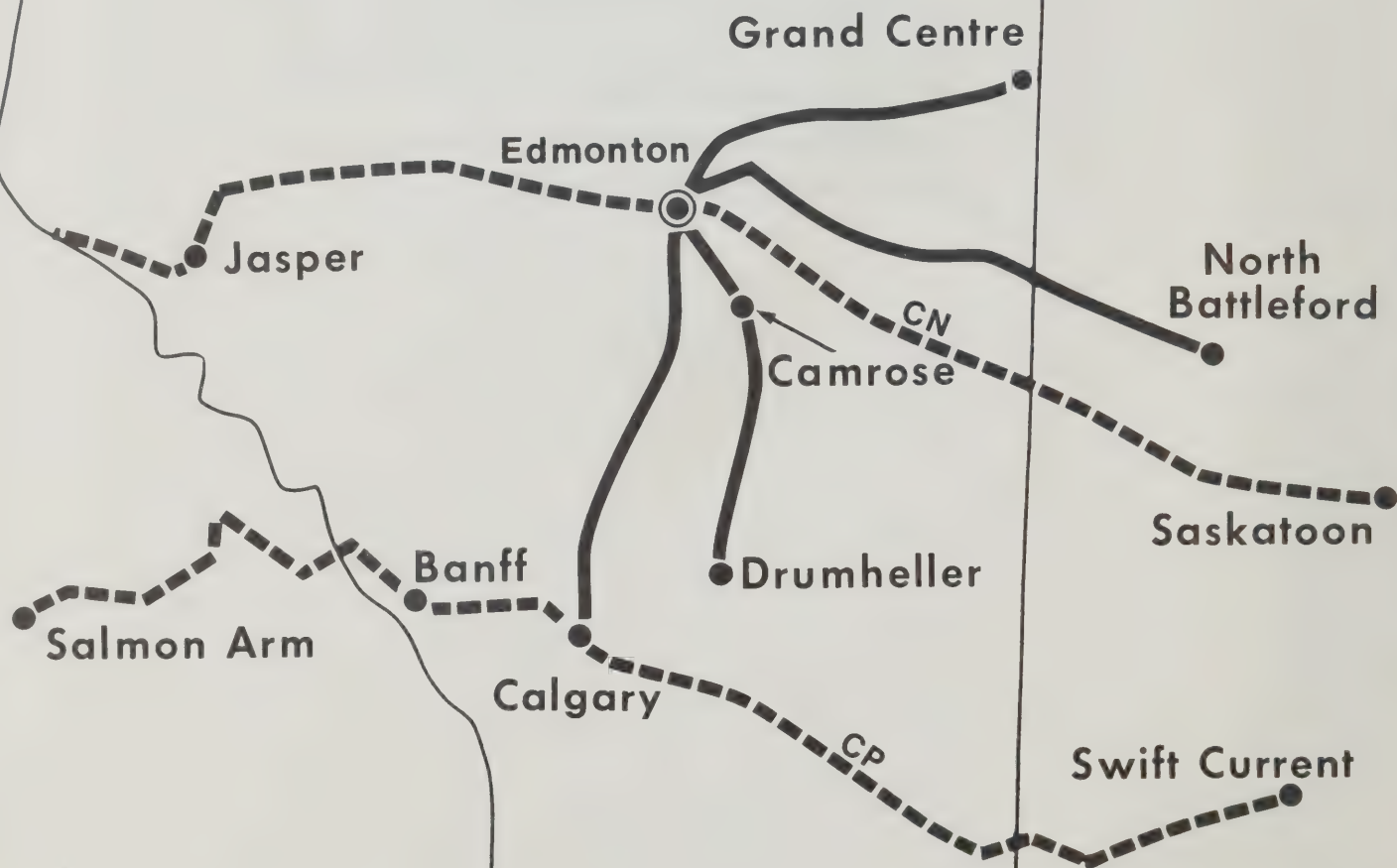
CP CALGARY-EDMONTON

CN EDMONTON-DRUMHELLER

CN EDMONTON-GRAND CENTRE

REGIONAL ———
TRANSCONTINENTAL - - - - -

ALBERTA



CN EDMONTON-NORTH BATTLEFORD

CHARACTERISTICS OF THE REGION

This service operates substantially below capacity, which reflects, in part, the public's preference for the private automobile and the existence of alternative means of surface access; specifically a combination of highways 15, 16 and 5 run parallel to the railine from Edmonton to North Battleford; a distance of 254 miles.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	23.0	16.8
1974	18.6	15.4
(average about 25 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.644	.528	22.90
1974	.775	.662	35.60

COMPETITION

<u>Mode</u>	<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
Bus - Greyhound	2 daily	5:30 hrs	46 mph

RTC DECISION

CN Edmonton-North Battleford

Despite being classified as uneconomic these services were ordered to continue at a substantial loss due to the following rationale:

1. The Committee is of the opinion that consideration must be given to the probability of future changes in travel patterns due to the "energy crisis", and how these changes will affect the demand for the services being offered.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
1 daily		5:10 hrs	48 mph

CP CALGARY-EDMONTON

CHARACTERISTICS OF THE REGION

This service operates between the capital of the province, Edmonton, which is a rapidly growing city of 400,000 people (1970) and Alberta's second largest city, Calgary, which has a population of 385,000 people, in addition to a number of smaller communities in between.

The CP rail line consists of well engineered, high speed track. However, the train operates at a relatively low average speed of 54 mph which is due largely to the number of local stops the train makes during its present schedule.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	26.4	22.5
1974	27.4	23.9

(average about 22 per trip)

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.828	.669	25.37
1974	1.056	.863	31.51

COMPETITION

<u>Mode</u>	<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
Air - P.W.A. air bus service	approximately 20 daily		

RTC DECISION

Despite being classified as uneconomic these services were ordered to continue at a substantial loss due to the following rationale:

1. The Committee is of the opinion that if CP experimented with fares, equipment, schedules and on-train amenities in a dedicated manner, it would be possible to provide a more efficient and attractive inter-city service and thus expand the railway's share of the market.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
1 daily (except Sat.)		3:25 hrs	55 mph
1 daily (except Sun.)		3:30 hrs	55 mph

CN EDMONTON-DRUMHELLER

CHARACTERISTICS OF THE REGION

This service is predominantly utilized as a local service to and from points on the Camrose-Drumheller portion of the route, from and to Edmonton

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	22.0	18.7
1974	11.2	20.3
(average about 15 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost</u> <u>(\$ Million)</u>	<u>Loss</u> <u>(\$ Million)</u>	<u>Loss/Psgr</u> <u>(\$)</u>
1972	.394	.326	14.81
1974	.445	.372	33.16

COMPETITION

<u>Mode</u>	<u>Round Trip</u> <u>Frequency</u>	<u>Time</u>	<u>Average Speed</u>
Bus - Greyhound and Coachway Bus Lines	2 daily		

RTC DECISION

Despite being classified as uneconomic these services were ordered to continue at a substantial loss due to the following rationale:

1. The Committee is not convinced that the bus services offered, at this time, are sufficient or suitable to accommodate the traffic should the passenger rail service be discontinued.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
1 daily		4:20 hrs	43 mph

CN EDMONTON-GRAND CENTRE

CHARACTERISTICS OF THE REGION

This service connects Edmonton to the Cold Lake Air Force Base.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	13.1	22.8
1974	9.1	16.4
(average about 13 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.421	.364	27.81
1974	.624	.573	63.05

COMPETITION

<u>Mode</u>	<u>Round Trip Frequency</u>	<u>Time</u>	<u>Average Speed</u>
Bus	2 daily (with Sun. variations)	4:55 hrs	39 mph

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
1 daily		4:25 hrs	39 mph

BRITISH COLUMBIA REGIONAL SERVICES
CN JASPER-PRINCE GEORGE-PRINCE RUPERT*
CP VICTORIA-COURTENAY

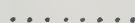
*See Remote Services

BRITISH COLUMBIA

REGIONAL

TRANSCONTINENTAL

REMOTE SEGMENTS



Prince Rupert

Prince George

McBride

Jasper

Edson

Courtenay

Vancouver

Victoria

Kamloops

CP

Revelstoke

CN

CN JASPER-PRINCE GEORGE-PRINCE RUPERT

CHARACTERISTICS OF THE REGION

Only four trains make up this group of services which operate between Jasper and Prince Rupert and between McBride and Prince George.

There are 54 on-line points between Jasper and Prince Rupert. 19 are not directly accessible by road. Most of these lie between McBride and Prince George where the Fraser River separates some on-line centres from highway 16 which generally runs parallel to the track.

<u>Route</u>	<u>Distance</u>	<u>Pop. including Endpoints</u>	<u>Pop. excluding Endpoints</u>
Jasper- McBride	108	3,743	153
Jasper- Prince George	254	38,539	2,506
Prince George- Prince Rupert	467	67,572	18,724
McBride- Prince George	146	35,454	1,695

<u>Service</u>	<u>Total Rail Miles</u>	<u>Approx. Rail Miles with no Parallel Roads</u>
Jasper- Prince Rupert	227.2	101.5
McBride- Prince George	146.1	90.6

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	34.65	26.4
1974	36.4	28.4
(average about 54 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost</u> <u>(\$ Million)</u>	<u>Loss</u> <u>(\$ Million)</u>	<u>Loss/Psgr</u> <u>(\$)</u>
1972	3.319	2.756	79.53
1974	4.119	3.326	98.81

COMPETITION

One connecting bus service from Edmonton via Jasper and McBride, en route change to Prince George.

RTC DECISION

CN Jasper-Prince George-Prince Rupert
CN McBride-Prince George

Despite being classified as uneconomic, these services were ordered to continue at a substantial loss due to the following rationale:

1. Lack of alternative access routes.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
3 weekly		22-24 hrs	33 mph
McBride-Prince George			
3 weekly		4:45 hrs	31 mph

CP VICTORIA-COURTENAY

CHARACTERISTICS OF THE REGION

Substantial traffic travels between Victoria and the City of Vancouver. There are many ways to make the journey; Air Canada and Pacific Western offer direct air service between Victoria and Vancouver; the British Columbia government provides an hourly ferry service between Vancouver Island and the mainland, accommodating cars, buses, trucks and pedestrians; British Columbia Coast Steamship Services offers a ferry service three times daily

four times daily in the summer) in each direction, accommodating cars, buses, trucks and railway freight cars from Victoria to Vancouver via Nanaimo.

Bus service is provided from Victoria connecting with the Government Ferry Service. In addition, bus service is provided from Victoria by Vancouver Island Coach Lines and Pacific Stage Lines connecting with the ferry at Nanaimo.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	19.33	17.0
1974	20.94	17.4
(average about 34 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.237	.185	9.57
1974	.309	.242	11.56

COMPETITION

Bus service is available 4 frequencies daily.

RTC DECISION (1970)

Despite being classified as uneconomic, these services were ordered to continue at a substantial loss due to the following rationale:

1. The Committee was of the opinion that insufficient regard was given to possible alterations in scheduling, advertising, equipment assignment, and accommodation for passengers, to justify an assessment of the service's economic viability.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
1 daily (except Sun.)		4 hrs	36 mph

REMOTE ACCESS SERVICES

This section does not constitute a complete summary of remote access services. The additional services in this category are CN Quebec City-Cochrane; Montreal-Chicoutimi; Winnipeg-Churchill and CP Sudbury-White River, which are located elsewhere in the text under the heading of regional services.

SERVICES

CN HEARST-NAKINA

CN HORNEPAYNE-MANITOUWADGE

CN THUNDER BAY NORTH-SIOUX LOOKOUT

CN WABOWDEN-GILLAM-CHURCHILL

CN FLIN FLON-OSBORNE LAKE

CN THE PAS-LYNN LAKE

CN MCBRIDE-PRINCE GEORGE

CN HEARST-NAKINA

CHARACTERISTICS OF THE REGION

Roads generally provide alternative surface access to the principal communities served by passenger trains in Northern Ontario. However some on-line centres between Hearst and Nakina have inadequate alternative surface transportation facilities. Between Hearst and Nakina three out of seven on-line centres are without roads.

<u>Route</u>	<u>Distance</u>	<u>Pop. including Endpoints</u>	<u>Pop. excluding Endpoints</u>
Hearst-Nakina	144	4,318	150

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	1.1	7.2
1974	.9	2.7
(average about 3 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.041	.037	34.00
1974	.038	.035	38.53

COMPETITION

There exists no direct bus service between Hearst and Nakina.

RTC DECISION

Despite being classified as uneconomic these services were ordered to continue at a substantial loss due to the lack of alternative access route.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
3 weekly		5:30-6 hrs	24-26 mph

CN HORNEPAYNE-MANITOUWADGE

CHARACTERISTICS OF THE REGION

Between Hornepayne and Manitouwadge all areas have access to roads, but no other alternative services exist.

<u>Route</u>	<u>Distance</u>	<u>Pop. including Endpoints</u>	<u>Pop. excluding Endpoints</u>
Hornepayne- Manitouwadge	70	5,285	201

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	.4	3.7
1974	.1	.14

(average about 1 per trip)

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.056	.056	138.75
1974	.031	.031	294.33

COMPETITION

Hornepayne-Manitouwadge is served by roads, but no alternative surface access exists.

RTC DECISION

Despite being classified as "uneconomic", these services were ordered to continue at a substantial loss, due to the lack of alternative access routes.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
3 weekly		3 hrs	23 mph

CN THUNDER BAY NORTH-SIOUX LOOKOUT

CHARACTERISTICS OF THE REGION

Roads generally provide alternative surface access to the northern principal communities serviced by passenger trains in northern Ontario. Between Thunder Bay North and Sioux Lookout, five on-line centres, out of a total of sixteen, are without roads.

<u>Route</u>	<u>Distance</u>	<u>Pop. including Endpoints</u>	<u>Pop. excluding Endpoints</u>
Sioux Lookout- Thunder Bay North	202	112,235	1,294

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	2.4	9.7
1974	2.1	5.58
(average about 10 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.059	.050	20.71
1974	.076	.066	30.75

COMPETITION

There exists no direct bus service between Thunder Bay North and Sioux Lookout.

RTC DECISION

Despite being classified as "uneconomic", these services were ordered to continue at a substantial loss, due to the lack of alternative access routes.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
2 weekly		8:15 hrs	24 mph
Winnipeg-Sioux Lookout			
2 weekly		10:30 hrs	24 mph

CN WABOWDEN-GILLAM-CHURCHILL

CHARACTERISTICS OF THE REGION

This region is classified as a limited access region due to the lack of alternative surface access.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	1.4	11.6
1974	.3	2.8

(average about 1 per trip)

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.034	.030	21.42
1974	.032	.028	101.42

COMPETITION

There exists no direct bus service in this region.

RTC DECISION

Despite being classified as uneconomic these services were ordered to continue at a substantial loss due to the lack of alternative surface access routes.

RAIL SERVICES

	<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
Wabowden-Gillam	-2 weekly		8:50 hrs	22 mph
Gillam	-1 weekly		7:35 hrs	24 mph

CN FLIN FLON-OSBORNE LAKE

CHARACTERISTICS OF THE REGION

There exist ten on-line rail centres between Flin Flon and Osborne Lake. Only Channing is accessible by road.

The population, including the end points, is 8,873, while the population excluding the end points is 0.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	1.1	11.2
1974	1.2	11.2

(average about 2 per trip)

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.043	.040	36.73
1974	.042	.040	33.67

COMPETITION

There exist no alternative means of surface access in this region.

RTC DECISION

Despite being classified as "uneconomic" these services

were ordered to continue at a substantial loss, due to the lack of alternative surface access routes.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
1 daily (except Sun.)		6 hrs	20 mph

CN THE PAS-LYNN LAKE

CHARACTERISTICS OF THE REGION

There exist seventeen on-line rail communities between The Pas and Lynn Lake, of which eleven are served by rail only.

The population, including the endpoints, is 10,142. The population excluding the endpoints is 1,134.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	9.2	22.4
1974	7.1	11.0
(average about 23 per trip)		

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.139	.082	8.96
1974	.260	.210	29.63

COMPETITION

There exist no alternative surface access routes to many on-line rail centres.

RTC DECISION

Despite being classified as "uneconomic", these services were ordered to continue at a substantial loss, due to the lack of alternative surface access routes.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
3 weekly		10:15 hrs	24 mph

CN MCBRIDE-PRINCE GEORGE

CHARACTERISTICS OF THE REGION

There are 5 centres of population between Prince Rupert and Jasper. They are inaccessible by road. Most of these are located between McBride and Prince George, where the Fraser River separates some on-line centres from the highway. (See CN Jasper-Prince Rupert).

The population, including endpoints, is 35,454. The population excluding endpoints is 1,695.

TRAFFIC

<u>Year</u>	<u>Passengers (Thousands)</u>	<u>Load Factor (%)</u>
1972	1.5	5.7
1974	1.8	5.1

(average about 6 per trip)

FINANCIAL CONSIDERATIONS

<u>Year</u>	<u>Cost (\$ Million)</u>	<u>Loss (\$ Million)</u>	<u>Loss/Psgr (\$)</u>
1972	.082	.079	52.40
1974	.044	.040	22.22

COMPETITION

Many of the on-line rail centres between McBride and Prince George have no alternative surface access.

RTC DECISION

Despite being classified as "uneconomic" these services were ordered to continue at a substantial loss, due to the lack of alternative surface access routes.

RAIL SERVICES

<u>Local</u>	<u>Through</u>	<u>Time</u>	<u>Average Speed</u>
3 weekly		4:40 hrs	31 mph

